

July 8, 2008

TO: Members of the Transportation Policy Committee

FROM: Mayor Steve Berman, Gilbert, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 4:00 p.m.

Wednesday, July 16, 2008

MAG Office, Suite 200 - Saguaro Room

302 N. First Avenue, Phoenix

A meeting of the Transportation Policy Committee is scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person, by videoconference, or by telephone conference call. As was discussed at the first meeting of the Committee, proxies would not be allowed. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view would always be a part of the process.

For those attending in person, please park in the garage under the building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admission to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Refreshments and a light snack will be provided. If you have any questions, please contact Eric Anderson, MAG Transportation Director, or Dennis Smith, MAG Executive Director, at (602) 254-6300.

c: MAG Regional Council  
MAG Management Committee

**TRANSPORTATION POLICY COMMITTEE  
TENTATIVE AGENDA  
July 16, 2008**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity will be provided to members of the public to address the Transportation Policy Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.,

4. Approval of Consent Agenda

Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (\*).

3. Information.

4. Recommend approval of the Consent Agenda.

**ITEMS PROPOSED FOR CONSENT\***

\*4A. Approval of April 23, 2008 Joint TPC/Regional Council Meeting Minutes and the May 21, 2008 Meeting Minutes

\*4B. Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan

4A. Review and approval of the April 23, 2008 joint TPC/Regional Council meeting minutes and the May 21, 2008 TPC meeting minutes.

4B. Recommend approval of an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and Material Cost, Scope, and

(RTP) 2007 Update were approved by Regional Council on July 25, 2007, and have been amended and modified in October 2007, and January, February, and April 2008. Rather than producing a new TIP for FY 2009, the FY 2008-2012 TIP is being amended and modified. The proposed amendment and administrative modification to the FY 2008-2012 TIP is divided into the Highway Section - Table A, and Transit Section - Table B. In addition, Table A includes a column annotating the ADOT projects that are Material Cost, Scope, or Schedule Changes to the ADOT Program. The Transportation Review Committee recommended approval. This item is on the July 9, 2008 Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

\*4C. Federal Fiscal Year 2008 MAG Final Closeout and Amendment/Modification to the FY 2008-2012 MAG Transportation Improvement Program

Since the Regional Council approved the FFY 2008 MAG Interim Closeout, there have been two additional projects requesting to be deferred, LPK08-801: Litchfield Park paving unpaved alleys, and GDL04-201: Guadalupe Intelligent Transportation System project, which are found in Table A. With this new deferral, the funding amount available for Closeout increases from \$14.7 million to \$15.2 million. The identification of these additional funds for Closeout indicates that the first project in the rank ordered Contingency List, VMR08-809T: Valley Metro Rail reimbursement for construction activities for the Central Phoenix/East Valley (METRO) light rail transit project in the amount of \$326,150, can be funded. For administrative purposes, the funds from VMR08-809T will be programmed into the VMR08-808T, which is the Valley Metro Rail \$5,291,850 reimbursement project for construction activities for the Central Phoenix/East Valley (METRO). This is annotated in Table B. In addition, Maricopa County has requested that an Intelligent Transportation Systems (ITS) project located in western Maricopa County be added to the FY 2008-2012 MAG TIP. This is reflected in Table C. The Transportation Review Committee

Schedule Changes to the ADOT Program as shown in the attached tables.

4C. Recommend approval of the FFY 2008 MAG Final Closeout, and recommend amending/modifying the FY 2008-2012 MAG TIP to allow the projects to proceed.

recommended approval. This item is on the July 9, 2008 Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

### ITEMS PROPOSED TO BE HEARD

5. Proposition 400 Noise Mitigation Funding

Funding for freeway noise mitigation was set aside as part of Proposition 400. A portion of these funds is targeted for additional noise wall construction along freeways in the MAG area. In May 2007, MAG issued a request for jurisdictions to submit projects for these funds. Based on the preliminary analysis of the I I projects submitted, the Transportation Policy Committee in October 2007, authorized ADOT to move forward on the more detailed analysis including noise modeling for future conditions. The analysis has now been completed and the final report has been delivered to MAG. The study found that all of the sites studied were within one dBA for the 64 dBA noise threshold with most of the sites projected to exceed the threshold. ADOT has determined the size of the noise barrier needed to reduce the noise levels to an acceptable level. The cost to construct all I I noise barriers is estimated to be \$15.6 million, which is within the available funding. The Transportation Review Committee recommended approval. This item is on the July 9, 2008 Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

6. Use of I-10 for High Capacity Transit

A high capacity transit project serving the I-10 west corridor, the Capitol Mall area, and connecting with the light rail system in downtown Phoenix was included in the Regional Transportation Plan. Valley Metro Rail (VMR) is conducting the required Alternatives Analysis (AA) for this project. The AA will result in the selection of a locally preferred alternative that includes the definition of the alignment and technology to be used for the project. The selected technology will

5. Recommend approval that noise barriers be constructed at the I I sites identified using the Proposition 400 noise mitigation funding.

6. Recommend adoption of the I-10 Freeway Right of Way, west of I-17, as the Locally Preferred Alternative for high capacity transit improvements.

likely to be light rail or bus rapid transit. The findings of the AA have determined that the alignment may be in the I-10 corridor from approximately the I-10/I-17 interchange and 79th Avenue. The Environmental Impact Statement for I-10, which was completed in 1977, designated the 50-foot open median of this section of I-10 for possible public transit use. Since the project, once built, will utilize space in the corridor for dedicated transit use, VMR is requesting that MAG recommend that the high capacity transit project be located in this section of the I-10 corridor. The Transportation Review Committee recommended adoption. This item is on the July 9, 2008 Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

7. Legislative Update

An update will be provided on legislative issues of interest.

7. Information and discussion.

**MINUTES OF THE JOINT MEETING OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL AND  
TRANSPORTATION POLICY COMMITTEE**

April 23, 2008  
MAG Office, Saguaro Room  
Phoenix, Arizona

**REGIONAL COUNCIL MEMBERS ATTENDING**

Mayor James M. Cavanaugh, Goodyear, Chair	Councilmember Paul Stucky for Mayor
Mayor Mary Manross, Scottsdale, Vice Chair	Thomas Schoaf, Litchfield Park
# Councilmember Robin Barker, Apache Junction	Supervisor Don Stapley for Supervisor
* Mayor Marie Lopez Rogers, Avondale	Max W. Wilson, Maricopa Co.
* Mayor Bobby Bryant, Buckeye	Mayor Keno Hawker, Mesa
Mayor Wayne Fulcher, Carefree	Mayor Ed Winkler, Paradise Valley
Vice Mayor Gilbert Lopez for Councilmember	Mayor Bob Barrett, Peoria
Dick Esser, Cave Creek	Vice Mayor Peggy Neely, Phoenix
# Mayor Boyd Dunn, Chandler	# Mayor Art Sanders, Queen Creek
Mayor Fred Waterman, El Mirage	Vice President Martin Harvier for President
Treasurer Pamela Mott for President Clinton	Diane Enos, Salt River
Pattea, Fort McDowell Yavapai Nation	Pima-Maricopa Indian Community
Mayor Wally Nichols, Fountain Hills	Mayor Lyn Truitt, Surprise
Mayor Fred Hull, Gila Bend	* Mayor Hugh Hallman, Tempe
* Governor William Rhodes, Gila River Indian	* Mayor Adolfo Gamez, Tolleson
Community	* Mayor Ron Badowski, Wickenburg
Mayor Steven Berman, Gilbert	Mayor Michael LeVault, Youngtown
Mayor Elaine Scruggs, Glendale	Felipe Zubia, State Transportation Board
Mayor Rebecca Jimenez, Guadalupe	Victor Flores, State Transportation Board
	* David Martin, Citizens Transportation
	Oversight Committee

**TRANSPORTATION POLICY COMMITTEE MEMBERS ATTENDING**

Mayor Keno Hawker, Mesa, Chair	* Eneas Kane, DMB Associates
Councilmember Ron Aames, Peoria	* Mark Killian, The Killian Companies/
Kent Andrews, Salt River Pima-Maricopa	Sunny Mesa, Inc.
Indian Community	Felipe Zubia, State Transportation Board
# Vice Mayor Gail Barney, Queen Creek	* Mayor Marie Lopez Rogers, Avondale
* Stephen Beard, SR Beard & Associates	Mayor Mary Manross, Scottsdale
Mayor Steven Berman, Gilbert	* David Martin, Citizens Transportation
* Dave Berry, Swift Transportation	Oversight Committee
Jed S. Billings, FNF Construction	* David Scholl
* Mayor Bobby Bryant, Buckeye	Mayor Elaine Scruggs, Glendale
Mayor James Cavanaugh, Goodyear	Mayor Lyn Truitt, Surprise
# Mayor Boyd Dunn, Chandler	* Supervisor Max W. Wilson, Maricopa County
* Mayor Hugh Hallman, Tempe	

\* Those members neither present nor represented by proxy.  
# Attended by telephone conference call.  
+ Attended by videoconference call.

1. Call to Order

The meeting of the MAG Regional Council was called to order by Chair James M. Cavanaugh at 5:08 p.m. The meeting of the Transportation Policy Committee was called to order by Chair Keno Hawker at 5:08 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited. A moment of silence was observed in memory of former Surprise Mayor Joan Shafer, who passed away the week before. A condolence letter to Mayor Shafer's family was circulated among the Council for signature.

Regional Council Chair Cavanaugh noted that Councilmember Robin Barker, Mayor Boyd Dunn, Mayor Art Sanders, and Vice Mayor Gail Barney were participating by teleconference.

Regional Council Chair Cavanaugh welcomed Victor Flores from the State Transportation Board as a new member to the Regional Council.

Regional Council Chair Cavanaugh introduced proxies for the Regional Council meeting: Vice Mayor Gilbert Lopez for Councilmember Dick Esser, Councilmember Paul Stucky for Mayor Tom Schoaf, Supervisor Don Stapley for Supervisor Max Wilson, Treasurer Pamela Mott for President Clinton Pattea, and Vice President Martin Harvier for President Diane Enos.

Regional Council Chair Cavanaugh noted materials at each place for agenda items #5I, #6, and #8. Transit tickets and parking validation were available to meeting attendees.

Regional Council Chair Cavanaugh stated that the Small Plant Review and Approval for the Preserve at Goldfield Ranch Water Reclamation Facility has been postponed for one month and will be heard at the May 28, 2008 MAG Regional Council meeting. This item was postponed to allow time to investigate new information provided by the Salt River Project with regard to the clay layer analysis. Regional Council Chair Cavanaugh stated that the Salt River Pima-Maricopa Indian Community has indicated it has hired a consultant to further study this matter. The information from the consultant study will then be presented to the MAG Water Quality Advisory Committee for its review prior to the May 28, 2008 MAG Regional Council meeting. Regional Council Chair Cavanaugh requested that any issues MAG Regional Council members may have regarding this item be provided to the MAG staff as soon as possible. He noted that these issues will also be given to the Goldfield Preserve representatives so they can be thoroughly investigated and there can be a productive discussion and decision reached at the May 28, 2008 MAG Regional Council meeting.

3. Call to the Audience

Regional Council Chair Cavanaugh noted that public comment cards were available to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested not to exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Regional Council Chair Cavanaugh recognized public comment from Dianne Barker, who spoke about the Berlin candy drop of 1948. Ms. Barker reported on comments on the \$42 billion referendum she has heard from citizens that they want to be involved. One citizen said he did not want any skullduggery and another wondered what happened to the Proposition 400 money. Ms. Barker stated that she is still waiting to hear if the CTOC member is voting on behalf of himself or the entire commission when voting at MAG. She submitted a written statement that was entered into the permanent record. Ms. Barker stated that the 101, 202, and 303 circle the Valley. She stated that express bus corridors could move people around rapidly. She also suggested thinking differently and considering diagonal routes, similar to the Grand Avenue alignment. Regional Council Chair Cavanaugh thanked Ms. Barker for her comments.

4. Executive Director's Report

No report was provided.

5. Approval of Consent Agenda

Regional Council Chair Cavanaugh noted that agenda items #5A through #5J were on the consent agenda. Chair Cavanaugh asked members if they had questions or requests to hear an item individually.

Supervisor Stapley stated that he would like to invoke the weighted voting procedure under article XIII of the MAG By-Laws, which states under Section 1, A, that "if any member entity requests a weighted vote, the numerical vote shall have no force or effect unless concurred in by the weighted vote."

Supervisor Stapley moved to continue agenda items #5 and all its subparts, through #9, until such time as the Small Plant Review and Approval for the Preserve at Goldfield Ranch Water Reclamation Facility is placed on the Regional Council's agenda for consideration for an up or down vote. Vice Mayor Neely seconded.

Dennis Smith, MAG Executive Director, stated that the MAG weighted voting procedure says that the Regional Council takes a vote first on the basis of one city, one vote. Then, if the weighted vote is called, it eliminates the first vote.

Supervisor Stapley noted his disagreement with Mr. Smith's explanation. He stated that according to the MAG By-Laws, the weighted vote is simply invoked by any member. Mr. Smith stated that



Supervisor Stapley was correct, but there must first be the one city, one vote, which is then followed by the weighted vote.

Supervisor Stapley stated that they had consulted with the County Counsel and they do not agree with that interpretation. Mr. Smith read from Article XIII, Section 1, A of the MAG By-Laws: "The Regional Council and Management Committee shall vote on all motions on the basis of one vote per member, except that the two Arizona Department of Transportation board members for District I on the Regional Council shall each have one vote. However, if any member entity requests a weighted vote, the numerical vote shall have no force or effect unless concurred in by the weighted vote." Mr. Smith noted that the members take the one city, one vote, then the weighted vote would follow. He stated that after the weighted vote is called, the first vote is off the table.

Supervisor Stapley stated that taking a one city, one vote first is not required. Fredda Bisman, MAG General Counsel, stated that the way Mr. Smith explained it is the way the By-Laws have been applied. She stated that the weighted vote process requires both numerical and weighted votes be taken.

Regional Council Chair Cavanaugh stated that before he called for a vote, he wanted to confirm that the motion was to continue items #5 and its subparts through #9 until the Small Plant Review and Approval for the Preserve at Goldfield Ranch Water Reclamation Facility was on the agenda. Supervisor Stapley replied that was correct. He added that he would encourage a Regional Council meeting be called as soon as possible, and not wait until May 28th.

Regional Council Chair Cavanaugh noted that if the motion passed, this meeting would be fundamentally adjourned. Supervisor Stapley replied that was his intention. He commented that there had been a tremendous amount of discussion and lobbying related to this item. Supervisor Stapley stated that this is a small plant wastewater facility at Goldfield Ranch and has become one of the most politically heated battles at the Regional Council in recent times. He commented that this matter has been held from the agenda without consideration of other members. Supervisor Stapley stated that the Chair received numerous letters from member cities and the County requesting this be put on the agenda, and he disregarded them with little or no explanation. He stated that it has become clear that the rules of this volunteer association are ambiguous and unclear on respecting the wishes of the group. Supervisor Stapley stated that it is inconceivable that a quasi-government body can leave itself in the hands of one member. He commented that if a matter is to be considered by MAG, it should be considered on its merits and the charter intent of the organization. Supervisor Stapley extended his apologies to those who will have wasted their time attending the meeting if the motion prevails. He stated that he thought the matter is bigger than moving one issue. Supervisor Stapley asked Regional Council members how they would feel if they had a matter that should have been on an agenda but was unilaterally pulled from the agenda by the chair. He stated that the matter is about process, the politicizing of a simple matter. Supervisor Stapley stated that in the past, the Regional Council has acted almost unanimously and in a timely fashion on 208 items. He commented that it is time to change the way MAG does business.

Susan Goodwin, MAG Special Counsel for the Small Plant Review and Approval for the Preserve at Goldfield Ranch Water Reclamation Facility, stated that because the item is not on the agenda, limiting discussion to the motion as to whether to invoke weighted voting to continue the agenda items is

appropriate. She advised that discussion of the Small Plant Review and Approval for the Preserve at Goldfield Ranch Water Reclamation Facility matter was not appropriate. Ms. Goodwin stated that for questions on weighted voting in general she would defer to the MAG General Counsel. It was noted that MAG's General Counsel, Fredda Bisman, was also counsel for Ellman Companies and had declared a conflict of interest regarding discussions on the Goldfield Ranch facility.

Regional Council Chair Cavanaugh asked if there was reason to not proceed to a vote right now.

Mayor Berman expressed that he had a huge problem with weighted voting. He said that it tends to marginalize smaller cities. Mayor Berman commented that all members are important and all are at MAG meetings for a reason. He stated that weighted voting has a negative effect and thought it should be used only in extreme cases. Mayor Berman stated that this item was postponed for 30 days and asked Supervisor Stapley why not continue with the rest of the meeting.

Supervisor Stapley replied that he made the motion to continue agenda items #5 and all its subparts, through #9, until such time as the Small Plant Review and Approval for the Preserve at Goldfield Ranch Water Reclamation Facility is placed on the Regional Council's agenda for consideration for an up or down vote. Ms. Goodwin advised that it was acceptable motion.

Mr. Zubia asked if there would need to be a motion for each item. Mr. Smith replied that a one city, one vote could be taken first either on all of the items or item by item, and then followed by a weighted vote if requested.

Mayor Hawker asked if the application for the Goldfield Ranch Water Reclamation Facility was pulled, would the Regional Council ever meet again? He added that he would dislike having meetings scheduled only if someone has an application pending or not.

Ms. Bisman replied that MAG has regularly scheduled meetings and she did not think that the motion has the power to defer regularly scheduled meetings, which are also set in the MAG By-Laws and procedures. Ms. Bisman stated that in her judgment, the motion defers the items only to the next regularly scheduled meeting.

Supervisor Stapley commented that he hoped to have a meeting before the next regularly scheduled meeting and as soon as legally possible.

Mayor Manross expressed that this was a poor way to do business. She said that she came to the Regional Council meeting expecting to have discussion and take action on some agenda items. Mayor Manross stated that this is occurring because of a request to take time to get answers to questions. She commented that she did not understand that taking one month or less to have answers to questions was a reason to hold up a meeting and discussion of important items.

Mayor Hawker asked if the TPC meeting could be severed from the Regional Council meeting and have the transportation discussion. Ms. Bisman stated that the motion could be amended if the maker wished to sever any of the items. Mayor Hawker noted that he was referencing agenda item #6.

Supervisor Stapley asked his proxy status on the TPC. Mr. Smith noted that proxies are not allowed on the TPC.

Supervisor Stapley expressed that he would amend the motion to allow TPC discussion of agenda item #6.

Vice Mayor Neely asked if the motion meant that the TPC could meet, but the Regional Council would not. Mayor Hawker noted that the TPC could meet and discuss agenda item #6.

Vice Mayor Neely stated that she seconded the motion because the City of Phoenix had submitted a letter requesting that the Goldfield facility item be put on the agenda. She said that she will be submitting a letter because MAG is an organization without governing rules of operation. Vice Mayor Neely stated that there was no process for add-ons, and that has become a situation of frustration. She stated that operational rules are needed and that is why she supported the motion.

Mr. Zubia called a point of order. He stated that the proposed amended motion was to allow taking off agenda item #6 and allow the TPC to meet. Since the meeting was advertised as a joint meeting, would it take an action of the board to sever one meeting and hold one. He asked if this does not take an action in and of itself?

Ms. Bisman stated that items were agendized as a joint meeting, she felt it was appropriate and legal to have a motion to sever that.

Mayor LeVault asked how anything not on the agenda could be a matter of discussion, motion and action. Ms. Goodwin stated that the Goldfield Ranch item that was not on the agenda was not technically under discussion. She said that the motion was artfully drafted for continuation of agenda items. Mayor LeVault stated that the Goldfield Ranch Water Reclamation Facility was included as part of the motion. Ms. Goodwin stated that she did not believe that the Regional Council was discussing the merits of the item.

Mayor Fulcher stated that the Goldfield Ranch Water Reclamation Facility was a fundamental part of the motion and he would question that.

Regional Council Chair Cavanaugh stated that there was a motion on the table to continue agenda items #5 and all its subparts, through #9, until such time as the Small Plant Review and Approval for the Preserve at Goldfield Ranch Water Reclamation Facility is placed on the Regional Council's agenda for consideration for an up or down vote. He noted that there was an amendment to separate the TPC meeting from the Regional Council meeting, but he did not hear a second. Chair Cavanaugh stated that for lack of a second, the original motion was on the table. He asked Ms. Goodwin to clarify yes and no votes. Ms. Goodwin stated that a yes vote would be to continue agenda items #5 and its subparts through #9 to the next Regional Council meeting. A no vote would not continue them.

Vice Mayor Lopez asked for clarification of proxy votes. Mr. Smith explained that proxy votes are allowed at Regional Council meetings and this was a Regional Council motion.

A roll call vote was taken and the motion failed by a vote of eight yes and 17 no, with Mayor Nichols, Mayor Hull, Mayor Scruggs, Councilmember Stucky, Mayor Winkler, Vice Mayor Neely, Mr. Zubia, and Supervisor Stapley voting yes, and Chair Cavanaugh, Mayor Manross, Councilmember Barker, Vice Mayor Lopez, Mayor Fulcher, Mayor Dunn, Mayor Waterman, Treasurer Mott, Mayor Berman, Mayor Jimenez, Mayor Hawker, Mayor Barrett, Mayor Sanders, Vice President Harvier, Mayor Truitt, Mayor LeVault, and Mr. Flores voting no.

Supervisor Stapley moved to invoke a weighted vote. Vice Mayor Neely seconded.

Mayor Berman asked about quorum requirements. Mr. Smith explained that in order for the weighted vote to pass, it needs a majority of members present representing a majority of the population of members present.

A roll call weighted vote was taken and resulted in eight yes and 17 no. The weighted vote was 59 yes weighted votes and 51 no weighted votes. Vice Mayor Lopez, Mayor Nichols, Mayor Scruggs, Councilmember Stucky, Mayor Winkler, Vice Mayor Neely, Mr. Zubia, and Supervisor Stapley voted yes, and Chair Cavanaugh, Mayor Manross, Councilmember Barker, Mayor Fulcher, Mayor Dunn, Mayor Waterman, Treasurer Mott, Mayor Hull, Mayor Berman, Mayor Jimenez, Mayor Hawker, Mayor Barrett, Mayor Sanders, Vice President Harvier, Mayor Truitt, Mayor LeVault, and Mr. Flores voted no. Mr. Smith noted that the motion failed because it did not pass the two requirements: a majority of members present and representing a majority of the population of members present.

Supervisor Stapley stated that the vote passed by weight. Mr. Smith stated that for a weighted vote to pass, it must pass two tests: by a majority of members present and a majority of the total population of all members present. Ms. Goodwin stated that Article XIII, Section 1, A, says, "if any member entity requests a weighted vote, the numerical vote shall have no force or effect unless concurred in by the weighted vote." She stated that Mr. Smith was correct in his explanation of weighted voting.

Supervisor Stapley stated that they had this researched by the County Civil Division, and that is not what the MAG By-Laws say. He commented that the By-Laws say the opposite: for a numerical vote to take precedence, it has to also match the weighted vote.

Mr. Smith stated that a weighted vote can block a numerical vote. For example, if 16 out of 30 members present vote yes, that vote will not pass if the 16 do not represent the weight of the region present. Supervisor Stapley stated that is not what the By-Laws say.

Mr. Zubia suggested restating the motion in the affirmative, requesting that the Regional Council proceed with the full agenda. Supervisor Stapley remarked that he was unsure how effective that might be.

After a short break, the meeting resumed. Ms. Goodwin stated that she had reviewed the MAG By-Laws, which state that "if any member entity requests a weighted vote, the numerical vote shall have no force or effect unless concurred in by the weighted vote." Ms. Goodwin also noted that an explanation of weighted voting was provided in the informational publication about MAG. She said she believed that Mr. Smith was correct in his explanation that for a weighted vote to pass, it has to pass both numerically

and by population of those present. Ms. Goodwin noted that the numerical portion of the vote did not pass.

Supervisor Stapley stated that he would not belabor the point, but asked Ms. Goodwin if her opinion was based on the MAG By-Laws or the staff publication, and if based on the publication, had it been approved by the Regional Council. Ms. Goodwin advised that her opinion was not based on the MAG publication. She added that she mentioned that the publication was helpful in understanding weighted voting, but was not the basis for her determination.

Supervisor Stapley requested going on record as objecting to this interpretation, and expressed his appreciation for the opportunity to move this forward.

Regional Council Chair Cavanaugh called for a motion to approve consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J. Mayor Hawker moved, Mayor Winkler seconded.

Before a vote was taken, Regional Council Chair Cavanaugh recognized public comment from Woody Thomas, who commented on agenda item #5D, MAG Commuter Rail Strategic Plan. He passed out an article written in the *Westsider* newspaper in 1969 about constructing a subway to alleviate congestion. Mr. Thomas expressed his desire that the commuter rail plan not sit on a shelf but be an operating document to move rail forward. He noted articles in the newspaper that morning about new EPA standards and the communities that will be affected, and the high gas and oil prices and their effects. Mr. Thomas pointed out the employment areas shown in the map on page seven of the report and how they match up in each city. He stated that the estimated cost of a regional commuter rail system is \$2 billion, but so is the cost for the South Mountain and Loop 801. Mr. Thomas stated that each serves one portion of the population rather than a system to serve the entire region.

With no further discussion, the motion to approve the Consent Agenda passed unanimously.

5A. Approval of the March 26, 2008 Meeting Minutes

The Regional Council, by consent, approved the March 26, 2008 meeting minutes.

5B. Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The Regional Council, by consent, approved amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached table. The FY 2008-2012 MAG Transportation Improvement Program (TIP) was approved by Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to the FY 2008-2012 TIP are listed in Table A. The amendments include adding the noise reduction study at ADOT, repackaging of two City of Tempe projects into one, and adding six Transportation Enhancement Projects that were approved by the ADOT Board in November 2007. An administrative modification does not require a conformity determination. The Transportation Review Committee and the Management Committee recommended approval of

these project changes. Since the Management Committee's recommendation, there has been an additional project identified by the City of Chandler that requests a modification. On April 16, 2008, the Transportation Policy Committee recommended approval of the project changes.

5C. ADOT Requested Change to Statewide Transportation Acceleration Needs (STAN) Projects

The Regional Council, by consent, approved the ADOT request to decrease the funding by \$1.0 million for the I-10: Sarival to Verrado Way project and increase the funding by \$500,000 each for the L303: Bell Road crossing and for the L303: Cactus and Waddell Road crossing projects. ADOT requested that a small change in the funding from the State Transportation Acceleration Needs (STAN) account that was approved by MAG in December 2006 be modified slightly to decrease the funding by \$1.0 million for the I-10: Sarival to Verrado Way project and increase the funding by \$500,000 each for the L303: Bell Road Crossing and for the L303: Cactus and Waddell Road Crossing projects. This has determined that the \$1.0 million is not required to complete the I-10 project and the additional funding is needed for the L303 projects. There is no fiscal impact on the MAG Freeway Program. The Transportation Review Committee, the Management Committee, and the Transportation Policy Committee recommended approval of the project change.

5D. MAG Commuter Rail Strategic Plan

The Regional Council, by consent, accepted the Commuter Rail Strategic Plan as the guiding implementation framework for commuter rail, and for MAG to proceed with the first four implementation steps identified on page nine of the Executive Summary: 1) Ongoing Coordination; 2) Union Pacific Passenger Rail Coordination; 3) Burlington Northern Santa Fe Railway Coordination; and 4) Regional Transit Planning. Since February 2007, MAG has been working on a Commuter Rail Strategic Plan, which will establish a framework for implementing commuter rail service in Maricopa County and northern Pinal County. The MAG consultant provided project briefings to the Management Committee, Transportation Policy Committee, and Regional Council in November and December 2007. The Transportation Review Committee, the Management Committee, and the Transportation Policy Committee recommended acceptance.

5E. ADOT Red Letter Process

In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from July 1, 2007, to December 31, 2007. ADOT received 548 Red Letter notifications in the period from July 1, 2007 to December 31, 2007. Of the 548 notices received, 130 had an impact to the State Highway System. Upon request any of the notices can be removed from the consent agenda and returned for action at a future meeting. This item was on the agenda for information and discussion.

5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on conformity assessments for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes the addition of six Valley Metro Transportation Enhancement funded projects in fiscal years 2008, 2009, and 2010, and a new Arizona Department of Transportation (ADOT) Noise Reduction Study project in FY 2008. In addition, an administrative modification is required for the repackaging of City of Tempe pedestrian and bicycle facility projects on College Avenue, and to increase funding for two ADOT projects. Since this item was on the Management Committee for consultation, there has been an additional project identified by the City of Chandler that needs a modification. The amendment includes projects that may be categorized as exempt and minor project revisions that do not require a conformity determination. The comment period on the conformity assessments was extended to April 23, 2008. This item was on the agenda for consultation.

5G. Discussion and Update on the Draft FY 2009 MAG Unified Planning Work Program and Annual Budget

Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in April by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget information. This presentation and review of the FY 2009 MAG Unified Planning Work Program and Annual Budget represent the budget document development to-date. Due to current economic conditions, MAG is proposing no increase in estimated dues and assessments. The individual member dues and assessments may change due to population allocation, but the overall dues and assessments total of \$606,550 remains the same amount as FY 2008. Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the various MAG technical committees, policy committees and other discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2009 were presented at the February 13, 2008 Management Committee meeting, the February 27, 2008 Regional Council meeting, and the March 17, 2008 Regional Council Executive Committee meeting. The new project requests have been revised and included in an updated FY 2009 "MAG Programs in Brief." Since the new projects for FY 2009 were presented in March, there have been two changes to the project list. An Air Quality Associate for \$80,000 has been deleted and a transportation project entitled, "MAG Travel Demand Modeling - Pinal County Review," has been added for \$80,000. The MAG Travel Demand model extends far into Pinal County and the travel demand in Maricopa County also reflects the population and economic activity in Pinal County. As input, the model uses socioeconomic projections and the road network in Pinal County. Using the planning resources and data that have been collected by CAAG, CAAG will provide the review and changes necessary to accurately portray the projections and transportation network in Pinal County. The FY 2009 budgeted expenses for MAG show an overall increase of about 1.6 percent from last year. This increase is due to a budgeted increase in contingency from 10 percent to 15 percent. Setting contingency as 15 percent of operating expenditures is a recommended best practice by the Government Finance Officer's Association. Capital Expenditures for FY 2009 have been reduced by 50 percent from the prior year. The majority of MAG's capital equipment inventory is computer hardware which is on a replacement cycle of approximately every three years. Unless additional capital is being added to the overall inventory, the budgeted capital

costs remain constant. MAG staff has an annual performance evaluation in June and based on performance, salary increases that average up to five percent may be considered. There are no new staff positions being requested for FY 2009 and FTE at MAG remains at 75.25. The Intermodal Planning Group meeting was held on April 2, 2008. This meeting included a review and comments on the draft FY 2009 MAG budget by the Federal Highway Administration, the Federal Transit Administration (FTA), ADOT, EPA, and other related parties. The overall comments from this meeting were extremely positive regarding the project work that MAG has underway and planned in meeting the SAFETEA-LU requirements. Specifically the comments from the FTA stated that the MAG Work Program is thorough and covers the key point successfully. FTA noted that the Coordinated Human Services Plan and report of activity are especially important this year because some FTA funds will lapse prior to October 1, 2008. This item was on the agenda for information.

#### 5H. Revision to the Social Services Block Grant Allocation Recommendations

The Regional Council, by consent, approved that the revised Social Services Block Grant (SSBG) allocation recommendations for FY 2008-2009 to be forwarded to the Arizona Department of Economic Security. On February 27, 2008, the MAG Regional Council approved the allocation recommendations for the locally planned Social Services Block Grant dollars be forwarded to the Arizona Department of Economic Security (DES). On March 13, 2008, the MAG Human Services Technical Committee recommended approval of moving \$55,693 from the pregnant/parenting youth category to the basic needs category in the same target group. This revision will allow the agency that receives the funding, the City of Phoenix, to better utilize these funds while continuing to offer services to pregnant teens through other programs. The program that has historically received these funds has been eliminated. This revision will leave \$38,283 in the pregnant/parenting youth category for use by other agencies. The MAG Human Services Technical Committee and the MAG Management Committee recommended approval of the revision.

#### 5I. Nominating Committee

Each April, the Chair of the Regional Council appoints a five-member Nominating Committee from the Regional Council. According to the Nominating Process, revised by the Regional Council in April 2002, the Nominating Committee develops a slate of seven candidates. These candidates include a Chair, Vice Chair, Treasurer, the Past Chair, and three members at-large. If the Past Chair is not a current member of the Council, the Nominating Committee nominates an additional at-large member. The past Chair of the Regional Council, if still a current member, serves as Chair of the Nominating Committee. The Nominating Committee is required to provide a balanced slate of officers. The slate of nominations is forwarded to all of the Regional Council members at least two weeks prior to the annual meeting in June. The members of the Nominating Committee include Mayor Keno Hawker, Mesa, Chair; Mayor Boyd Dunn, City of Chandler; Mayor Ed Winkler, Town of Paradise Valley; Mayor Bob Barrett, City of Peoria; and Mayor Michael LeVault, Town of Youngtown.

#### 5J. Regional Office Center Update and Consideration of Executive Committee Actions

The Regional Council, by consent, approved 1) Analyzing the current agency leases and project staff growth and the amount that would be spent in the next 15 years and apply that amount as a tentative



budget to consider at different development sites; 2) Directing staff to identify buildings for sale and/or lease in the Greater Phoenix Metro area; 3) Requesting David Kaye, the owner of the property at 1st Avenue/McKinley, to negotiate a first right of refusal on the property and terminate the payment of \$38,000 per month. At the March 26, 2008 Regional Council meeting, the future of the Regional Office Center project was discussed. Staff was directed to invite the partnering agencies (MAG, RPTA, METRO), and the Arizona Municipal Water Users Association (AMWUA) to participate in a joint meeting of the boards to discuss the issues involving the Regional Office Center Project to determine if the project will move forward. To prepare for this joint board meeting, staff was directed to work with the other three regional agencies to schedule a preliminary meeting, consisting of policy board members and directors, to identify the issues that are outstanding for each of the agencies. On April 7, 2008, the pre-meeting was held and steps were identified to move the project forward. It was determined that the respective agencies would consider these steps at their April board meeting. On April 14, 2008, the MAG Regional Council Executive Committee reviewed these steps and recommended the following: 1) Analyze the current agency leases and project staff growth and the amount that would be spent in the next 15 years and apply that amount as a tentative budget to consider at different development sites; 2) Direct staff to identify buildings for sale and/or lease in the Greater Phoenix Metro area; 3) Request David Kaye, the owner of the property at 1st Avenue/McKinley, to negotiate a first right of refusal on the property and terminate the payment of \$38,000 per month.

6. Transportation Planning Update and Discussion and Input on the Preliminary Critical Needs Definition Document

Regional Council Chair Cavanaugh stated that this was now the beginning of the joint meeting. He noted that for the past three years, MAG has been engaged with the regional planning organizations throughout Arizona to work collaboratively to address Arizona's growth and transportation issues statewide. Chair Cavanaugh noted that the item was on the agenda for information, discussion, and input on the critical needs document.

TPC Chair Keno Hawker extended his compliments to Mayor Cavanaugh for the extensive amount of work he had done with the State Councils of Governments (COGs) and Metropolitan Planning Organizations (MPO) Association, ADOT, and their regional organizations. Chair Hawker congratulated the Governor and the TIME Coalition for their efforts. He stated that former Phoenix Mayor Skip Rimsza tried to promote a statewide sales tax for transportation years ago, but the effort was unsuccessful. Chair Hawker expressed his appreciation for the framework studies being done statewide to allow for an analysis of technical needs. He stated that growth patterns, economic development, transportation, land use and water availability will be critical components. TPC Chair Hawker stated that a statewide election is an ambitious plan, and he was concerned with the lack of detail, and that is why he wanted a joint meeting. He stated that he refers to the congestion maps to show what will happen if improvements to the infrastructure are not continued. He indicated that he was hoping to get more data on the dollar magnitude and the timeframe, in order that modeling could be done. TPC Chair Hawker stated that this could show the benefits that could result from spending \$42 billion. He stated that many of the MPOs are allocated a dollar magnitude, and this region needs to prioritize so there is not a bloodbath in two years as to who gets what money. TPC Chair Hawker stated that he would like more specificity and that is why he wanted a joint meeting to discuss what this ambitious proposal is about.

Kelly Taft, MAG Communications Manager, provided a presentation on a statewide survey of residents. She stated that in order to provide input into the statewide proposal, the Regional Council approved that a statewide survey be conducted to measure regional and statewide public attitudes, opinions, and interests relevant to addressing transportation needs, including potential solutions and timing. Ms. Taft stated that the main survey will be a telephone poll of 1,200 high efficacy voters that can be analyzed by three subareas: Maricopa County, Pima County and the balance of the state. Ms. Taft stated that following a procurement process, the firm of WestGroup Research was selected to conduct the survey.

Ms. Taft stated that along with the telephone survey, WestGroup recommended that focus groups be conducted to talk more in depth with residents around the state about the main transportation issues they are experiencing and their preferred solutions. Ms. Taft stated that focus groups were conducted in March in Yavapai, Pima and Maricopa Counties. In the Maricopa group, participants were recruited equally from the East, West and Central Valleys.

Ms. Taft stated that respondents' demographics were distributed among gender, age, income level and employment. She noted that while transportation appears to rank behind other issues such as the economy and immigration, all groups agreed that transportation is a critical concern facing the state as well as local areas. Ms. Taft added that congestion, construction, planning and transit were consistently offered as the primary transportation issues or problems facing the local areas. She noted that voters seem to recognize that a lack of funding is a key contributor to the congestion being experienced. Ms. Taft advised that there also was a prevailing attitude that there has been a failure to adequately plan and prepare for growth. When asked who they thought was responsible, a number of respondents referenced ADOT, the State Legislature and a general lack of cooperation among leaders at all levels of government.

Ms. Taft stated that many respondents expressed a strong desire for information about how the transportation planning process occurs and what role they can play in influencing the desired solutions. She pointed out that they also want accountability in any plan to make sure they receive what is promised. Ms. Taft stated that overall, the groups seemed willing to pay for transportation improvements, as long as they felt they could trust the process.

Ms. Taft reported that the participants expressed a desire for a multimodal plan, and most supported the solutions that directly impacted them or their region. She said that when the respondents were asked what options they would support even if additional taxes were needed, many favored transit solutions, especially if gas prices remain high. She advised that the respondents overwhelmingly opposed toll roads, especially converting existing roads to toll roads. Ms. Taft noted that some people indicated they might support toll roads if they are built as alternatives to existing freeways where commuters have a choice as to whether to use them.

Ms. Taft then reviewed the funding option preferences. She said that participants most favored dedicating future growth in tax revenue to transportation, followed by increased developer fees and a statewide sales tax. The least support was given to the options of paying a personal income or statewide property tax and taking funding from other programs.

Ms. Taft stated that respondents indicated that 2008 was not feasible due to the economic climate. Most respondents also saw value in waiting until statewide framework studies were completed and more public involvement was conducted.

Ms. Taft stated that the telephone survey is expected to take about three weeks to complete, after which WestGroup will analyze the findings and present them to the Regional Council and TPC at their May meetings.

Eric Anderson, MAG Transportation Director, provided an overview of the planning principles and factors that are applicable to the MAG region. He noted that there are three investment principles that came out of the National Surface Transportation Policy and Revenue Study Commission, which was set up under SAFETEA-LU to look at overhauling the federal transportation system in terms of funding and programs. Mr. Anderson noted that the principles are: (1) Investments should be tied to specific desired systemwide performance objectives. (2) Potential investments should be subject to quantitative analysis to identify their benefits and costs. (3) Investment decisions should be influenced by economic, environmental, and energy considerations beyond the immediate transportation-related objectives.

Mr. Anderson stated that federal planning requirements say that state agencies shall provide a coordinated process with MPOs, include a proactive Public Involvement Process, cooperate with MPOs on the portion of the plan affecting MPO areas, and, in nonattainment areas, the MPO shall not approve any transportation plan, program or project which does not conform with the SIP.

Mr. Anderson stated that MAG must follow statutory requirements, which say that the Regional Transportation Plan (RTP) must be developed to meet federal air quality requirements established for the region, MAG must approve any change that affects the planning agency's plan or transportation improvement program, including project priorities, consultation among agencies for major amendments to the RTP, and that MAG develop criteria to set project priorities.

Mr. Anderson stated that the Casa Grande Resolves were a set of seven principles agreed to by a group of transportation professionals in 1999. He noted that the seven principles were included in the copy of the presentation at each place. Mr. Anderson stated that the Casa Grande Resolves established that there would be one multimodal transportation planning process in each region to avoid multiple plans being developed, and includes early and regular dialogue and interaction. Mr. Anderson noted that the Casa Grande Resolves did not set a funding formula; that is determined by the Resource Allocation Advisory Committee (RAAC), which makes a recommendation to the ADOT Director. He explained that in one of the first meetings of the RAAC in 2000, it was agreed that the MAG region would receive 37 percent of the state highway program. Mr. Anderson noted that this is over and above other revenue coming to this region, such as the statutorily earmarked funds from ADOT for the MAG freeway program, and the CMAQ and STP federal funds. He stated that if the return was dollar for dollar, the MAG region's share would be closer to 43 percent, but it was realized the Maricopa region would need to be a donor region. Mr. Anderson advised that new revenue sources, however, need to be looked at incrementally. He noted that two-thirds of the sales tax revenue would be generated in Maricopa County and its share should be higher than existing revenue sources.

Mr. Anderson noted the four dimensions of equity: The first dimension of equity is funding: What is the funding source and who pays? The second dimension of equity is participation: Is there broad ownership of the plan? The third dimension of equity is long-term impacts: What problems are being addressed—congestion, mobility options, connectivity? The fourth dimension of equity is access: What is the return on investment (donor/donee)?

Mr. Anderson stated that an urban mobility study by the Texas Transportation Institute shows the “time tax” this amounts to 82 million person hours in Maricopa County, and an annual cost of \$1.7 billion in terms of delay in 2005. He commented that the MAG region is by far the most congested area in Arizona.

Mr. Anderson stated that there will be an increased demand for transit due to high fuel prices, aging population, and environmental benefits. He also noted that a significant increase in public demand is expected following the opening of light rail in December 2008.

Mr. Anderson stated that due to increased costs there is a hole in the core part of the freeway program estimated at \$4 billion to \$4.5 billion. He noted the need for approximately \$6 billion to fully fund the I-10 Collector Distributor System, and funding for I-17 at the Durango Curve and south of the Arizona Canal. Mr. Anderson stated that additional resources could provide the MAG region with the ability to accelerate Proposition 400 projects. Mr. Anderson stated that the cumulative funding deficit for streets is estimated at \$9 billion in this region. He advised that municipalities are given one-half of the Highway Users Revenue Fund for streets, which has decreased largely as a result of the gas tax not changing since 1991. Mr. Anderson noted that the MAG region represents approximately 60 percent of the population and 67 percent of the sales tax generation. He noted that in a letter thanking the Governor for the critical needs list, the request was made for scope, schedule, and budget.

Victor Mendez, the Director of the Arizona Department of Transportation, presented an overview of the state’s package. He noted that other members of the state’s team were available for questions, Noah Kroloff, the Governor’s Deputy Chief of Staff; John McNamara of DMJM+Harris, the chief planner and consultant; and Marty Shultz and Jack Lunsford from the TIME Coalition.

Mr. Mendez stated that the red dot maps that have been shown on many occasions, really do tell the story of the future. He stated that the MAG region is the engine for the state, but Arizona is at a funding crossroads and is not keeping pace with the growth it has experienced.

Mr. Mendez spoke about the transportation challenges of the MAG region: congestion, circulation and connectivity to the rest of the state. He stated that common sense priorities need to be addressed. Mr. Mendez stated that the policy committees on the framework studies have debated the issue of how to establish priorities. He reported that Regional Council Chair Cavanaugh had asked the committees to look at the common sense priorities that all can begin to agree on and they incorporated that guidance. Mr. Mendez advised that the critical needs are based on past planning and statewide input.

Mr. Mendez commented that the state is at a critical point and it is important to act now, invest in the state’s communities, and preserve quality of life. He stated that Maricopa County is the economic engine for the state and the question is what can be done to keep it intact. Mr. Mendez stated that the

critical needs package offers an opportunity to offer transportation projects sooner than planned. He remarked that he was before the Regional Council and Transportation Policy Committee to discuss statewide concerns, but he understood what is being faced by Maricopa County.

Mr. Mendez spoke about the “time tax” and that it causes people to sit in congested traffic every day. He stated that each area has grown differently – the transportation needs of Tempe differ from the needs of the West Valley – and more than a one-size-fits-all solution is needed. Mr. Mendez stated that the shortfalls in the current program, cost increases and decreases in transportation revenue are affecting everyone.

Mr. Mendez stated that his office tried to bring all of the MPOs and COGs to the table to outline the critical needs and assessments solution. He said that within this solution they tried to address diverse needs throughout the state. Mr. Mendez stated that they took guidance on common sense priorities and have had planning, debate and study over the years to help identify what the true needs are. He said that the solution is to have more diverse modes, more public transportation, accelerate Proposition 400 projects, and funding to provide relief to funding shortfalls.

Mr. Mendez stated that there are four components to the \$42 billion statewide funding scenario: 58 percent or \$24.698 billion toward strategic highway projects, 18 percent or \$7.665 billion toward strategic rail and transit projects and programs, 20 percent or \$8.517 toward local mobility projects and programs, and four percent or \$1.703 billion to transportation enhancement and walkable/bikeable communities.

Mr. Mendez then provided a breakdown of the first component, the strategic highway projects. He advised that 45 to 50 percent of the \$24.698 billion in strategic highway project funds would be committed to MAG. Mr. Mendez displayed a slide of projects and pointed out that the projects listed in the right column were projects already in the MAG RTP; the projects in the left column were potential projects that could be added to the program. Mr. Mendez stated that they identified projects with a panel of experts that included MAG. He acknowledged that the package would need to follow the MAG prioritization process followed by the modeling and conformity processes.

Mr. Mendez then provided a breakdown of the second component, the strategic rail and transit projects and programs. He said that the package proposes that \$1.2 billion be committed to public transit projects and programs and \$2.3 billion be committed for commuter rail for the MAG and PAG areas. Mr. Mendez noted that there are three components within that for the MAG region, commuter rail along Grand Avenue, from Buckeye to the central city, and the East Valley to the central city; \$4.1 billion for high speed intercity rail from Phoenix to Tucson; and high speed rail from Phoenix to northern Arizona, to Prescott or the Williams area.

Mr. Mendez then provided a breakdown of the third component, local mobility projects and programs. He stated that they propose allocating 60 percent of this category to the MAG region for distribution to cities, towns and the county on a population basis. Mr. Mendez explained that the funds would go directly to cities and allocated using the usual budgeting and priority processes in place.

Mr. Mendez then provided a breakdown of the fourth component, transportation enhancements and walkable/bikeable communities. He said that they propose that 60 percent of the funds in this category be allocated to the MAG region for distribution on a grant application basis. Mr. Mendez explained that currently, there is a similar program in place statewide, where jurisdictions compete for enhancement funds through a grant application process.

Mr. Mendez stated that they believe the solutions they proposed have identified strategic highways, rail transit components, local mobility priorities, and conservation.

Regional Council Chair Cavanaugh recognized public comment from Mr. Thomas, who said that he took exception to the inclusion of street intersections in a regional plan. Mr. Thomas stated that intersections should be done by the cities and towns, and he did not see a need for the state to be involved in that. He commented on the critical needs and stated that it all comes back to growth. Mr. Thomas stated that a process exists in our constitution for taxation, which is the excise tax, to offset the impact from an activity. He stated that there are impact fees, but one of the components missing with the excise tax was the housing industry. Mr. Thomas said that Greg Vogel reported that developers are walking away with 30 to 40 percent profit. He spoke about the air quality advantages of commuter rail. Mr. Thomas stated that he was not sure of a solution for the I-17 problems, which are indicative of how far behind we are. Chair Cavanaugh thanked Mr. Thomas for his comments.

Mayor Manross reiterated her concern that the TPC took several years to put together the Regional Transportation Plan and it took Scottsdale two years to do its own 20-year plan. Mayor Manross expressed her belief that this process is too rushed. She said that she understood the need for regional and statewide plans for transportation, but this does not have enough accountability and she saw no sense of equity. Mayor Manross stated that Scottsdale and Phoenix will contribute more than 42 percent of all of the statewide dollars, but the critical needs package shows an imbalance. She commented on having a reasonable proportionality between investments and sources of revenue that will pay for the investments. Mayor Manross stated that not enough questions have been answered, the critical needs and delineation of processes are too vague, and rushing it decreases the chance of success.

Vice Mayor Neely stated that the City of Phoenix thinks the process needs significant changes. Regarding the 58 percent toward the strategic highway projects fund, it contains no specific plans, programs, or commitments for allocating the funds. She remarked that ADOT has sole control over the funds and could use them in any proposed use authorized under law. Vice Mayor Neely stated that Phoenix believes the funds will be returned to the MAG region, but with no specific language guaranteeing that, there is no assurance of any return. She commented that the entire amount could be spent anywhere in the state and the City of Phoenix believes specific language is needed. Vice Mayor Neely stated that the draft contains a line item funding proposal for light rail in the Phoenix metro area and Tucson has been added to local transportation funding category which increases the funding to Phoenix, but at the expense of the streets funding they had sought. Vice Mayor Neely stated that they believe light rail should be funded from the public transportation fund and should be specifically earmarked. She stated that the proportion of funds allocated to local transportation funds is less than needed. She said they suggested to the state a minimum of 30 percent be allocated. If this proposal becomes law, it is unlikely that VLT or gas tax will occur. Vice Mayor Neely stated that it appears that any increased revenue to street improvements must come from the sales tax. She stated that 20 percent

is insufficient, the tax presents a lack of guarantees, does not provide sufficient funding for transit, and underfunds streets needs. Vice Mayor Neely reported that Phoenix raised these issues and believes they need guarantees and more specifics to move forward.

Regional Council Chair Cavanaugh and TPC Chair Hawker recognized public comment from Marty Shultz. Mr. Shultz was provided additional time to speak. He stated that he was here to describe the TIME Coalition initiative. Mr. Shultz advised that he was involved in the Proposition 300, Proposition 400, and other transportation processes, and served on the TPC and on the federal commission. Mr. Shultz noted that the TIME Coalition went around the state attempting to engage the MPOs and COGs involved in the framework studies. Based on the Coalition's analysis, the time for action is now – sooner than later. Mr. Shultz stated that it is the Coalition's belief that based on 29 percent of the system that is congested, it is very clear that this is the time to put additional revenue into the system. Based on the framework studies plan, they would be unable to be on the ballot until 2012, and it then takes five to eight years to get a service up and running and then you are at 2020. Mr. Shultz stated that the Coalition concluded that 2008 was appropriate for an election because of the following reasons: It is a general election with an expected turnout rate of 80 percent and analysis and public opinion polls show that people are concerned about changing the constitution of Arizona, which would be required to hold an off-year election, such as 2009. Mr. Shultz stated that it is the belief of many political analysts that since 2010 is a gubernatorial year with an open seat, it would be problematic for a statewide sales tax election. He said that based on public opinion polls he thought the state's citizens would not want to wait for a future election. Mr. Shultz remarked that the package is a work in progress. The TIME Coalition's intent is to finish an initiative, which would feature a source of revenue to raise \$42 billion over 30 years to fund the critical needs package. Mr. Shultz stated that the initiative language was expected early the following week and people could see that what they asked for was included in regard to where the money is going. He commented that the pots of money are generally consistent with what Mr. Mendez reported. Mr. Shultz stated that their objective was to go to the streets and gather signatures before the July 3rd deadline. He stated that he had been involved in this process for a long time and recognized the frustration of the cities and towns, which have individual challenges. Mr. Shultz commented that Mayor Cavanaugh, Mr. Smith and Mr. Anderson pulling this together statewide is on target. He stated that the Governor and the TIME Coalition believe that transportation infrastructure should be looked at in its entirety. Mr. Shultz stated that they understand that the political and planning structure would not get us there until 2012, which they find unacceptable and that is why they are taking these steps to put out an initiative.

TPC Chair Hawker stated that the initiative language would be important to see. He asked Mr. Mendez if their premise was to first come up with funding and then figure out the needs that could be addressed. Mr. Mendez replied that the results of the reconnaissance study provided broad impacts on a statewide basis. Then the regional framework studies emanated. Mr. Mendez advised that the Governor wanted the critical needs to 2030 determined quickly. She said to work with the planning experts. Mr. Mendez stated that they compiled all of the information on needs, and this totaled \$160 billion. The next task was to pare it down. Mr. Mendez stated that they looked at scenarios, such as increasing the gas tax, but settled on a sales tax increase of one cent, which generated the \$42 billion.

TPC Chair Hawker asked what would qualify a project to be a part of the \$42 billion, or does each project have to fight for a place in the \$42 billion to see if it can still qualify. Mr. Mendez stated that



they actually know specific elements. He said that in the MAG region, ADOT does not have full planning authority, so ADOT is suggesting there are several elements they can address in the MAG region. Eventually, they will have to take it through the MAG planning process. Mr. Mendez stated that funding shortfalls could be backfilled or RTP projects accelerated, or other projects that they identified in common sense issues, such as the mini-stack. He advised that there is a listing of projects that they need to go through with MAG on what could be done in the MAG region.

TPC Chair Hawker stated that Mr. Mendez mentioned the MAG region would receive 45 percent to 50 percent of the strategic highway projects fund. He commented that this was a huge difference and asked when would they know the number. He also asked when, before the vote, they would have a list of projects, a timeframe, and dollar figure spent on those projects. Mr. Mendez stated that the strategic highway projects component amount will be known in a week to ten days because it has to be in concert with the initiative language.

TPC Chair Hawker asked how they know the timeframe when the money will be released. Mr. Mendez stated that it would not be unlike the current revenue streams where the money comes in over a period of time. He explained that the way they accumulate the funds to be able to build projects is to bond in order to bring the money forward.

TPC Chair Hawker asked how much specificity would he be able to give his voters in regard to dollar magnitude and timeframe. Mr. Mendez replied that elected officials would be able to tell their voters on the strategic highway projects that specific projects that will be funded. He added that MAG would need to make backfill projects as a priority decision. TPC Chair Hawker asked if the decision making process would be a joint process. Mr. Mendez replied that was correct.

TPC Chair Hawker asked if projects would be listed specifically so voters will know what project, when the project will be constructed, and how much the project will cost. Mr. Shultz stated that the plan is that the initiative is the framework for the source of revenue and pots of money will be consistent with the critical needs package and certain pots of money in generalities. He noted that the package would be reviewed and approved by the State Transportation Board in time to file with the Secretary of State on July 3rd.

TPC Chair Hawker asked if he would need to wait until July 3rd to get specific information. Mr. Shultz replied that was true for the official document. However, prior to this time, projects and pots of money are being vetted, and will be known well before July 3rd.

Mayor Waterman asked how it was determined to settle on sales tax as the funding source when it was third on the list of those participating in the WestGroup survey. He noted that people indicated their preference for the other two sources. Mayor Waterman noted that in addition, with the extra percentage, cities and towns may not be able to utilize a sales tax for their own needs because this exceeds what anyone will want to pay for sales tax. Mayor Waterman asked why everyone was so set on sales tax by itself when people indicated there were two other options that were politically acceptable. Mr. Mendez stated that they listened to concerns and continued to make changes. He indicated that they heard that concern statewide and conveyed it to the Governor, and she conveyed it to the TIME Coalition. Mr. Mendez commented that the TIME Coalition's initiative is a private initiative. Mr. Shultz stated that



the sales tax raises \$42 billion over 30 years. He acknowledged that other sources are under consideration and will be finalized at the end of this week in order to get out the initiative as soon as possible. Mr. Shultz stated that the only delay is their legal team is working through complications because they want to ensure it is correct and legal. Mr. Shultz noted that they realized there is a problem with the level of sales tax. He commented that in some communities, it is not considered regressive because they do not have a tax on food or medicine. Mr. Shultz stated that in 1985, when he was promoting Proposition 300, they were told one-half cent would break the state. He expressed his appreciation that the sales tax rate is not the highest in the nation. Mr. Shultz expressed that everyone benefits from transportation and this is the most efficient way from a tax policy standpoint. The gas tax is becoming the least efficient source of transportation revenue.

Mayor Barrett commented on other revenue sources. He expressed his concern that it will be devastating to a city if its ability to raise funds for city needs is taken away. Mayor Barrett asked about taxing those items not being taxed, such as services. Mr. Shultz stated that he did not disagree, but the implication is creating a uniformity for sales tax. If they could go through the planning process and get to the ballot earlier than 2012, then they might change the state law and change the categories now exempted. Mr. Shultz stated that this was the first time they had heard that suggestion to apply the sales tax to those categories. Mayor Barrett encouraged giving serious consideration to applying tax statewide in this manner. Mr. Shultz stated that if the state changed the categories to include services, cities would probably change city sales tax as well. He commented that the reason the state is in this dilemma and taking action is because of growth. Mr. Shultz commented that it is time to move and get revenue to do projects that enhance the state's transportation system, alleviate congestion, and improve on the multimodal nature as the population becomes more dense.

Councilmember Aames stated that he liked the overall vision of the plan because it is comprehensive, but specific funding for light rail is missing. He commented on focusing more on where congestion is occurring than focusing on Phoenix to Tucson. Councilmember Aames stated that he sees too much money toward high speed rail and would like to see more money to light rail. He asked the distribution of payment to Maricopa County for public transit rail. Mr. Mendez replied that the high speed rail allocation is not broken down by county. He indicated that if the amount was broken down, a lot would be allocated to the MAG region. Mr. Mendez stated that what they are saying is that this is a statewide issue and handled through ADOT, not allocated to specific counties. That is why there are not individual allocations to counties on high speed intercity rail. Mr. Mendez noted that the local mobility program would distribute 60 percent to the MAG region and would be allocated on a population basis. He added that the transportation enhancements pot commits 60 percent to the MAG region for regional purposes.

Councilmember Aames asked about light rail funding. Mr. Mendez replied that they built light rail into local mobility projects. At one time they included \$1 billion, but as they increased local mobility, they built in the light rail component as a local issue. Councilmember Aames noted that the City of Phoenix objects to that and Phoenix is an important partner here. Mr. Mendez expressed his agreement and said that they feel they need to go through the details on a local basis.

Mr. Lunsford stated if the tax base is expanded, it would result in a single subject issue related to the state constitution and that would require two ballot questions or would complicate the issue, because one revenue stream would be dependent on the other.

No comments were received from those teleconferencing.

Regional Council Chair Cavanaugh stated that it is important to be able to tell the Governor the concerns of the MAG Regional Council and TPC. He indicated that he felt gratitude to the Governor, Mr. Kroloff, and Mr. Mendez for their efforts to find a solution to the transportation crisis. Regional Council Chair Cavanaugh stated that everyone needs to move ahead together. He stated that when requirements are under-defined or ill-defined, \$42 billion is too much money. Regional Council Chair Cavanaugh stated that a one percent sales tax is harmful to cities and towns because it limits their future flexibility, by taking their sales tax rates of eight to ten percent to rates of nine to eleven percent. He said he had suggested a two-part program at the April TPC meeting. Part one would reduce the 2008 program to requirements, for example, I-10 and I-17. Regional Council Chair Cavanaugh expressed that it would be wrong to wait because there is an initiative underway, but he had concerns about funding being applied to projects not defined. He stated that the framework studies would be completed in 2009, which involves the transportation needs for more than 50 years. A plan resulting from the studies then could be presented to citizens in 2012. Regional Council Chair Cavanaugh stated that the citizens could vote for a reduced plan in 2008, but would have a long range plan to consider in 2012. He stated that they really need something based on intelligent analysis, and time is needed to gauge the interests of the citizens over the long run.

Regional Council Chair Cavanaugh stated that the participation of the federal government is needed, and our legislators in Washington need to stand up and be counted for the state in transportation needs. He commented that the integration of rail and highways is important and he thought that could be accomplished in the long term. Where and how rail would impact highways could be determined through analysis. Regional Council Chair Cavanaugh commented on parity because some counties have their own transportation sales tax, some counties do not. He indicated that the residents of Maricopa County would have a problem with that and thought there should be a workaround.

Regional Council Chair Cavanaugh commented on the public/private partnerships definition. He said that this might involve right-of-way or toll roads, and need to be determined specifically. Regional Council Chair Cavanaugh stated that one question is how to take advantage of right-of-way donations. He stated that land owners are willing to donate land, but the question is how to capitalize on that opportunity. Regional Council Chair Cavanaugh suggested that perhaps for the first 15 years build parkways with total freeway right-of-way, which would save money.

Regional Council Chair Cavanaugh indicated that he thought the 2008 plan was looking at ways to spend money, not save money. He stated that we need to move from a lot of questions with few answers to answers that derive relatively few questions.

Mr. Mendez stated that he wanted to reiterate that on a statewide basis, they met with people and vetted the package, to which they made dramatic changes over the past few days. He added that they hope to finalize the numbers in the next week or ten days. Mr. Mendez stated that on a statewide basis, a

commitment is needed to plan for the future. The longer action is delayed, the worse the situation will be. Mr. Mendez stated that it is incumbent upon leaders to find a way to solve this crisis, and he requested the assistance of the leaders in the MAG region.

TPC Chair Hawker asked how the TPC roles and responsibilities would fit in with the ballot proposal that includes money allocated to subregions for dispersal. Mr. Smith stated that in the normal, preferred process, public involvement is sought to start building a plan. After discussion and agreement on the plan, a conformity analysis is done and the plan is included in the TIP and RTP, which are then approved by MAG. Mr. Smith advised that the federal law is specific that before any plan, program or project can be built in a nonattainment area, it has to undergo conformity analysis and be in the adopted TIP and RTP. He remarked that if the Clean Air Act requirements are circumvented, there are provisions for a citizens lawsuit.

TPC Chair Hawker asked if this process could be postponed until the election passed. Mr. Smith replied that he was not sure this same situation had occurred before, but proposals were given to MAG in 1994 by Governor Symington. In January 1995, the Regional Council approved them for public input, after which they went through the required process.

TPC Chair Hawker asked the options MAG could explore as a body. Mr. Anderson replied that his recommendation is after the list becomes available, the projects could be put into statewide and regional models to find out the impact. He advised that to do that, timing, a general scope and speculation on how the projects will line up with existing projects of Proposition 400 would be needed. Mr. Anderson stated that would be a policy discussion involving the Regional Council and TPC. He stated that whether the TIP and RTP are amended before or after the November vote, it is a risk to wait because the situation could put us out of conformity. Mr. Anderson added that the outer years are also risky and could push us out of conformity. He explained that we would have a list of projects that are not a part of an adopted TIP or Plan and therefore, could not be built.

Mayor Scruggs asked for clarification of her understanding that no projects would be defined and the money would come back to MAG where the process would determine the projects. TPC Chair Hawker replied that there would be a list of projects with no timeframe, no dollar amounts, and no knowledge of when they would be completed. He commented that this was a long way from making him comfortable.

Mayor Scruggs stated that MAG cannot approve plans, programs or projects without an air quality conformity analysis. She said that she understood there is no project list because MAG being a nonattainment area precludes it.

TPC Chair Hawker asked how the voters could be convinced to support the election if there is no specificity.

Mayor Truitt commended the Governor and Mr. Mendez for coming up with a statewide plan. He remarked that everyone will have to put in money to make it happen. Mayor Truitt stated that there is a quantified list, but it is difficult to go to the voters for a different plan when the last plan is not yet

completed. He stated that he has heard discussion of backfilling, but he was not confident that the existing plan will be funded.

TPC Chair Hawker asked if the TPC and Regional Council agreed to backfill and accelerate Proposition 400 projects in order, could that be delineated. Mr. Anderson replied that could be looked at. He said that the revenue stream would be needed to match up with Proposition 400 needs. Mr. Anderson advised that the difficult part would be the acceleration potential. The first step would be to look at the cost issues with the existing program and keeping the current schedule. The second step would be to look at possible project accelerations. The third step would be looking at how additional funds might be incorporated. Mr. Anderson noted that could be accomplished, but it is a fairly laborious exercise that would take a couple of months once the schedule and cost information are received.

Mr. Mendez clarified that the two-column list he showed in his presentation was the critical needs list they identified with MAG. He added that the same process was used with other parts of the state. Mr. Mendez stated that the critical needs from the MAG region are backfill and accelerations for the existing RTP, and the projects shown in the left column are the common sense projects that everyone can agree would relieve congestion. He commented that if congestion is relieved, it seems believable that the air quality will improve.

TPC Chair Hawker expressed his concern about running out of money because the dollar magnitude is unknown, and when it starts flowing, if it will accomplish the goal.

Councilmember Aames said that he would like the TIME Coalition, ADOT and the Governor to listen to Mayor Cavanaugh's suggestions. He said the suggestions make the program more palatable to voters and could provide options for additional types of revenue for future funding. Councilmember Aames commented that the election could come away with half of the program, or could come away with nothing.

Mayor Scruggs noted an additional piece Mayor Cavanaugh suggested at the April TPC meeting not mentioned tonight was that no one county would pay more than .75 percent in sales tax toward transportation. She said that this would mean that Maricopa and Pima counties would have a one-quarter percent increase. Mayor Scruggs commented that this begins to address the equity issue and that is a very appealing part of his proposal.

Mr. Smith read a written statement for the record submitted by Mayor Lopez Rogers, who was unable to attend the meeting. "The transportation needs in the state are great and I sincerely appreciate the Governor's desire to find solutions in our communities and across the state. Overall, I support the Governor's goal and the TIME Coalition's efforts in improving the state's transportation infrastructure. I do have two issues regarding the recent package that I would like to address. They are as follows: Source of Funding – Municipalities have had very little – if any – input regarding how to fund this statewide transportation plan. The creation of an additional one percent sales tax statewide for 30 years creates a growing fiscal challenge for local jurisdictions in our ability to raise local revenues for local needs. More consideration from the Governor's office and the TIME Coalition must be given to expanding the transaction privilege tax (TPT) base which would result in increased revenue at a lower rate than the one percent offered in this proposal. A recent report by the Arizona Department of

Revenue reveals hundreds of state sales tax categories are exempt from taxation. One example is personal care services. If personal care services were no longer exempt from the tax base, more than \$43 million a year could be collected. Thereby - expanding the tax base and lowering the rate. Asking taxpayers to impose a one percent sales tax on existing sources without serious consideration of expanding the base is a missed opportunity to lower the rate and create a tax system more robust and better able to withstand economic swings. Fulfilling Proposition 400 Obligations – Maricopa County voters were promised the completion of many projects as part of Proposition 400. Due to revenue losses, those projects most likely will not be funded. I strongly urge that the Governor’s office and TIME Coalition ensure that those unfunded Prop 400 projects receive funding priority over any other projects being secured in this new plan. Asking Maricopa County taxpayers to impose another sales tax on projects they have already approved in 2004 without some guarantee that those projects are funded first – creates real inequities for Maricopa County residents.”

TPC Chair Hawker expressed appreciation for all of the comments made tonight. He said that this concluded TPC business. The TPC meeting adjourned at 7:45 p.m.

7. Maricopa County Clean Air Initiative

This item was not considered.

8. Legislative Update

This item was not considered.

9. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mr. Smith noted that the Arizona Transportation Summit will be held on May 29, 2008. He said that many issues will be discussed, including public/private partnerships.

Regional Council Chair Cavanaugh noted that due to the length of the meeting, the Maricopa County Clean Air Initiative and the Legislative Update would not be heard tonight and would be presented at a future Regional Council meeting. Chair Cavanaugh stated that due to the Open Meeting Law, he was unable to explain his rationale for postponing the 208 amendment for Goldfield Ranch. He stated that this will be provided in a communication to everyone.

There being no further business, the Regional Council meeting adjourned at 7:47 p.m.

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Chair

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Secretary

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE MEETING**

May 21, 2008  
MAG Office, Saguaro Room  
Phoenix, Arizona

**MEMBERS ATTENDING**

Mayor Keno Hawker, Mesa, Chair	# Mayor Boyd Dunn, Chandler
# Mayor Marie Lopez Rogers, Avondale, Vice Chair	# Mayor Hugh Hallman, Tempe
Councilmember Ron Aames, Peoria	Eneas Kane, DMB Associates
Kent Andrews, Salt River Pima-Maricopa	# Mark Killian, The Killian Companies/ Sunny Mesa, Inc.
Indian Community	Felipe Zubia, State Transportation Board
Councilmember Maria Baier, Phoenix	# Mayor Mary Manross, Scottsdale
+ Vice Mayor Gail Barney, Queen Creek	* David Martin, Citizens Transportation Oversight Committee
Stephen Beard, SR Beard & Associates	# David Scholl
* Mayor Steven Berman, Gilbert	* Mayor Elaine Scruggs, Glendale
Dave Berry, Swift Transportation	# Mayor Lyn Truitt, Surprise
Jed S. Billings, FNF Construction	* Supervisor Max W. Wilson, Maricopa County
Mayor Bobby Bryant, Buckeye	
Mayor James Cavanaugh, Goodyear	

\* Not present

# Participated by telephone conference call

+ Participated by videoconference call

1. **Call to Order**

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Keno Hawker at 4:03 p.m.

2. **Pledge of Allegiance**

The Pledge of Allegiance was recited.

Chair Hawker noted that Vice Mayor Barney was participating by videoconference; Mayor Dunn, Mayor Hallman, Mr. Killian, Mayor Lopez Rogers, Mayor Manross, Mr. Scholl, and Mayor Truitt were participating by teleconference.

Chair Hawker announced that material for agenda items #4C, #6, and #7 were at each place.

Chair Hawker noted that transit tickets for those who used transit to attend the meeting and parking garage ticket validation were available from MAG staff.

3. Call to the Audience

Chair Hawker stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. An opportunity is provided to comment on agenda items posted for action at the time the item is heard. It was noted that no public comment cards were received.

4. Approval of Consent Agenda

Chair Hawker stated that agenda items #4A through #4C were on the consent agenda. He stated that public comment is provided for consent items. He noted that no public comment cards had been received. Mr. Beard moved to recommend approval of the consent agenda items #4A, #4B, and #4C. Mayor Bryant seconded, and the motion carried unanimously.

4A. Approval of April 16, 2008 Meeting Minutes

The Transportation Policy Committee, by consent, approved the April 16, 2008 meeting minutes.

4B. Arterial Life Cycle Program Status Report

A status report on the Arterial Life Cycle Program (ALCP) is provided for the period between October 2007 and March 2008 and includes an update on ALCP Project work, the remaining FY 2008 ALCP schedule, and ALCP revenues and finances. This item is on the agenda for information.

4C. Interim Closeout of the Federal Fiscal Year 2008 MAG Federally Funded Program

The Transportation Policy Committee, by consent, recommended approval of a list of projects to be carried forward from FFY 2008 to FFY 2009 or later and recommended approval of a list of projects requesting removal of federal funds. The federal fiscal year (FFY) 2008 Interim Closeout established that member agencies submitted requests to defer or delete federal funds from projects for approximately \$40.1 million. As a result, the amount of funds available during the interim closeout is approximately \$14.7 million. The amount available for the FFY 2008 Closeout may change due to the future project deferrals. Any changes will be provided to the Committee in the upcoming months. The deadline for FFY 2008 Closeout project submittal and initial deferral notification was April 18, 2008.

5. Fiscal Year 2008 - Arterial Life Cycle Program Regional Area Road Fund Closeout

Eileen Yazzie, MAG Transportation Programming Manager, stated that the Arterial Life Cycle Program (ALCP) Regional Area Road Fund (RARF) Closeout concept is a process new to MAG. She said that 94 ALCP projects are included in the RTP, including 63 arterial street capacity projects and 31 intersection projects. Ms. Yazzie advised that these projects are funded by a mix of ALCP RARF and federal funds and each ALCP project has a set regional reimbursement amount and schedule. She noted that almost 30 percent of the ALCP projects are being accelerated by local jurisdictions using their own

funds. Ms. Yazzie stated that the ALCP Policies and Procedures were revised to include the new Section 260, ALCP RARF Closeout. Ms. Yazzie stated that the Closeout provides the mechanism to provide the ALCP reimbursements back to the jurisdictions sooner rather than the funds remaining in the account.

Ms. Yazzie reviewed Section 260 of the ALCP policies and procedures, which state that there be no adverse impacts due to early reimbursements. She said that projects to be considered must include a completed project overview, project agreement, and project reimbursement request accepted by June 1st. In addition, the project must be completed. Ms. Yazzie pointed out that the eligibility for RARF ALCP Closeout funds will be made according to a priority schedule, which includes projects scheduled for reimbursement in the next fiscal year, followed by all other projects in chronological order. The policies also provide that completed accelerated projects are eligible for early reimbursement.

Ms. Yazzie displayed a list of projects eligible for reimbursement, shown in priority order. She then explained the financial analysis process, which, she noted, was very different from the federal funds closeout process. Ms. Yazzie stated that MAG staff considers six impacts: eligible projects, the FY 2008 programmed and actual expenditures, historical and future trends in RARF revenue streams, the FY 2009 draft ALCP bonding program, scenarios with eligible projects, and programmed expenditures in the FY 2009 draft ALCP. She noted that only the four projects noted in the requested action were recommended from this fiscal analysis, in order to be fiscally responsible. Ms. Yazzie stated that the Transportation Review Committee and Management Committee recommended approval of the requested reimbursements.

Chair Hawker asked about the Happy Valley: I-17 to 35<sup>th</sup> Avenue project, which was completed in 2005 but not recommended for reimbursement. Ms. Yazzie stated that ALCP projects approved in the original Regional Transportation Plan included specific phases for reimbursements in four five-year increments. She noted that the Happy Valley project was a Phase 4 project for reimbursement in 2021 to 2026. Ms. Yazzie explained that there is a strict rule that this project could not move forward prior to 2021 unless it moved forward through the Closeout. She added that another of the Closeout policies is that projects would move forward in chronological order, and the next scheduled reimbursement is 2012.

Mr. Killian moved to recommend advancing reimbursements from 2012, 2013, and 2014 to 2008 for the FY 2008 Arterial Life Cycle Program (ALCP) Regional Area Road Fund (RARF) Closeout for ALCP Projects: Lake Pleasant Parkway, Arizona Avenue at Chandler Boulevard, and Val Vista: Warner to Pecos, totaling \$14.978 million, and amend the FY 2008 ALCP and 2007 RTP Update as necessary. Councilmember Aames seconded, and the motion carried unanimously.

## 6. Transportation Planning Update

Kelly Taft, MAG Communications Manager, stated that in December 2007, the Transportation Policy Committee and Regional Council amended the FY 2008 Unified Planning Work Program and Annual Budget to include \$55,000 for a statewide survey to measure public attitudes regarding transportation. In February 2008, the TPC recommended the selection of WestGroup Research and the Regional Council approved the selection. She said that WestGroup would conduct three focus groups and a statistically random statewide sample telephone survey.



Ms. Taft stated that three focus groups in Maricopa, Pima, and Yavapai counties were conducted to get input on the development of the polling instrument. She stated that the TPC further refined the polling instrument at a workshop on April 16th. Ms. Taft stated that a summary of the focus group findings was presented at a joint meeting of the TPC and Regional Council on April 23rd. She stated that although the in-depth analysis of the telephone survey is still being conducted, Kathy DeBoer, Vice President of WestGroup Research, was present to provide the initial findings.

Ms. DeBoer stated that the process began with three focus groups conducted in Yavapai, Pima, and Maricopa Counties in March 2008. This was followed by the telephone survey of 1,224 high efficacy voters, defined as participating in two out of three of the last general elections. Ms. DeBoer noted that quotas were set for gender, age, and political party. She said that of the telephone surveys conducted, 720 were in Maricopa County, 240 in Pima County, and 240 in the outlying areas. Ms. DeBoer stated that 48 percent of the respondents were male and 52 percent were female. The average age was about 54 years, and the average income was \$69,000. Ms. DeBoer stated that 46 percent were employed full-time, seven percent part-time, and 34 percent were retired. She noted that 44 percent were Republican, 38 percent Democrat, and 18 percent other party affiliation.

Ms. DeBoer then provided a review of the survey results. She said that participants were asked the most important issue facing Arizona today. The top five in order were illegal immigration, the economy/unemployment, education, gas prices, and budgets/deficits. Ms. DeBoer stated that the next question asked the most important issue facing Arizona in the next five to ten years. The top five issues in order were illegal immigration, the economy/unemployment, water/water rights, growth/sprawl, and education.

Ms. DeBoer said that the next question asked the most important transportation issue in Arizona. The top five issues in order were lack of public transit, gas prices, not enough highways, traffic congestion, and road maintenance. She noted that the number one issues were lack of public transit expressed by Maricopa County participants at 30 percent; gas prices to the outlying area participants at 32 percent; and not enough highways to Pima County participants at 16 percent.

Mr. Beard asked the Maricopa County percentage on highways. Ms. DeBoer replied that 12 percent of Maricopa County participants named this as their top concern.

Ms. DeBoer stated that respondents were then asked a series of satisfaction questions. They were asked to rate their satisfaction with the transportation system in Arizona on a scale of one to five, with one the lowest and five the highest. She noted that 20 percent of the participants rated their satisfaction at very satisfied, with the outlying areas indicating they were the most satisfied at 26 percent. Ms. DeBoer stated that they were asked to rate their satisfaction with the transportation system in their area. She noted that 27 percent indicated they were very satisfied, and added that Maricopa County was 28 percent, Pima County was 19 percent, and the outlying areas was 31 percent.

Ms. DeBoer said that the next question asked about satisfaction with transportation elements in their area. She noted that the elements were freeways/highways, bicycle/pedestrian, streets/roads, and bus/transit. Ms. DeBoer stated that Maricopa County participants were more likely to be satisfied than Pima County participants except in the bus/transit component.

Ms. DeBoer stated that the next question asked how major a problem is traffic congestion in your area. She stated that more than half the Maricopa County and Pima County participants indicated this was a major problem, which is not surprising in urban areas. Respondents were asked to indicate their traffic delay experience when they traveled around the state. She said that all agreed the most congestion was in Maricopa County, whether or not they were a resident.

The next question asked what is the most important transportation improvements that could be made in your area. The top six improvements were improving bus/circulator service, building more roads/freeways, adding freeway lanes, adding/expanding light rail, controlling growth, and improving roads/highways.

Mr. Killian asked if the responses in Maricopa County had been broken down into geographic areas. Ms. DeBoer replied that the information was available but had not yet been compiled. Mr. Killian commented that different sections of the County will have different opinions and would like those attitudes clarified. Ms. DeBoer replied that she could provide a breakdown by area.

Ms. DeBoer stated that the respondents were asked to answer yes or no of their willingness to support additional taxes by transportation solution. She noted that the top two responses were more freeway lanes and increasing transit routes and frequency. Ms. DeBoer stated that of Maricopa County participants, 68 percent indicated more freeway lanes and 63 percent indicated increasing transit. She stated that 71 percent of the Pima County respondents were willing to support high speed rail between Tucson and Phoenix. Ms. DeBoer stated that the least support overall was for new toll roads.

Mr. Berry asked if the question was implied that respondents would be willing to support solutions or someone else support the solutions. Ms. DeBoer replied that a general question was asked if the respondent would be willing to support additional taxes.

Ms. DeBoer stated that respondents were then asked to rate from one to five (strongly agree) their agreement with transportation solutions. She noted that the total number of participants was broken down into two groups due to the number of solutions. Ms. DeBoer stated that the participants were asked about the following eight solutions: (1) Any statewide transportation should include a map of improvements and when they would be built. (2) More public transit is needed to provide a way for commuters to get to their jobs during rush hour. (3) Emphasize public transit, such as bus, light rail and commuter trains than freeways over 30 years. (4) Significant investment is needed to repair, maintain and improve city streets. (5) Since Maricopa County residents travel throughout the state, a percentage of the tax should be spent on improvements outside Maricopa County. (6) Light rail or commuter trains that run from the suburbs to the centers of metropolitan areas are more important than expanding local and express bus routes. (7) Prefer high speed train service between metro areas over transportation improvements in my area. (8) Would support a tax increase for transportation in my area even if it meant that the total sales tax in my community would be greater than 10 percent.

Ms. DeBoer stated that the solutions rating highest in order were: any plan should include a map; more public transit is needed for commuters; emphasize public transit more than freeways; significant improvements are needed for streets and roads; a percentage of the money in Maricopa County should cover improvements outside Maricopa County; light rail or commuter rail should be more important than buses; prefer light rail or commuter rail over local improvements; and, support a tax even if it meant the tax rate would exceed 10 percent in their local community.

Mr. Kane noted that locational cross-tabs would be helpful because attitudes could shift depending on where a person resided in the Valley. Ms. DeBoer stated that a breakdown of regions in Maricopa County could be provided for all questions.

Mr. Beard commented that this could be cross-tabbed but we are looking at countywide or statewide voters. What will be important is getting support from the higher aggregation and not to get too excited about the fine level of detail.

Mr. Kane stated that you want to look at the deviation from the mean. In a statewide election you are looking at truths held most self evident by the larger number of people. Mr. Kane expressed the importance of being careful of where the preferences deviate dramatically. Ms. DeBoer commented that for the top four items, Maricopa County participants were more likely to agree than other areas.

Councilmember Aames asked how close was the sample to actual populations. Ms. DeBoer replied that they were very close. She explained that they were weighted by controlling the sample size and are representative of the state.

Chair Hawker commented that these results appear to call for cross-tabbing. Ms. DeBoer stated that she would break down the figures in the final report.

Mr. Berry asked if any of the responses were reason for concern that the proposition would fail. Ms. DeBoer replied that the low levels would indicate they need to be addressed and are areas of concern. She added that it would be difficult to predict the impact because there were many variables.

Councilmember Aames noted that the last transportation solution says, "greater than 10 percent," which could skew the results.

Councilmember Baier asked if the final report would include the questions as they were posed to the participants. Ms. DeBoer replied that the final report would include the questions as they were asked.

Ms. DeBoer stated that participants were asked their perspective if technical studies should be conducted prior to a statewide proposition. She advised that the two options of doing the studies first and moving forward now were each favored by 46 percent of the respondents. Ms. DeBoer added that voters who frequently travel outside the county where they reside were more likely to say move forward now.

Ms. DeBoer stated that they were asked their perspective on the economy and taxes. Forty-seven percent felt that increased funding for transportation would help the economy. Forty-eight percent felt that now is not the time for new taxes. Ms. DeBoer commented that later, when asked if they would support a one percent sales tax for transportation, 61 percent said increased transportation funding could help the economy.

Ms. DeBoer stated that the participants were asked to give a rating of one through five (strongly agree) on their agreement with funding solutions. Sixty-four percent felt that permanent transportation funding is needed to continue to meet transportation needs; 59 percent felt that current funding is not adequate to keep pace with the state's growth over 30 years; 36 percent felt that a smaller package of transportation projects was preferable; and 31 percent were likely to support a transportation tax if taxes for other programs, such as education and healthcare, were included.

Ms. DeBoer stated that voters were asked to distribute \$100 on transportation options. The commuter trains and high speed transit options were divided into two groups, and all other questions were asked of the entire group. The options included freeways/highways, street/road improvements, commuter trains from the suburbs to metro areas, high speed transit from Phoenix to Tucson or Flagstaff, light rail, or bus service. Ms. DeBoer said that the most notable difference was the Pima County respondents. In Version One, they distributed \$32 to street/road improvements; in Version Two, they distributed \$24 to street/road improvements and \$20 to high speed transit between Phoenix and Tucson.

Mr. Beard commented that the switch is interesting between what they said was important and on what they would spend \$100.

Ms. DeBoer stated that the participants were told that Maricopa County generates 67 percent of the sales tax and make up more than 60 percent of the state's population. Based on this information, what is the percentage of a statewide tax do you believe should be spent in Maricopa County? Ms. DeBoer noted that the average of the percentages given was 53 percent, with 56 percent indicated by Maricopa County respondents, 50 percent by Pima County respondents, and 48 percent by the outlying area respondents.

Ms. DeBoer stated that the participants were asked to rate on a scale of one through five (strongly support) their support for transportation funding options to improve transportation in the state. The options provided to the participants included increasing developer fees, dedicate a portion of future growth tax revenues, broaden the sales tax base, increase vehicle license fees, adjust the gas tax to rise with inflation, take money from other public programs, increase the statewide property tax, build toll roads where there is no funding to build new roads, increase the personal income tax. Ms. DeBoer stated that the top two preferences indicated were increasing developer fees and dedicating a portion of future growth tax revenues.

Mayor Cavanaugh asked for clarification of dedicating future revenues. Eric Anderson, MAG Transportation Director, explained that the concept would be to take a portion of revenue from future growth and dedicate it to transportation improvements.

Mr. Killian asked if the question asked participants if they favored an increase in cost to the developer or to housing. He said that if it were housing, he could guarantee that the response would not have been 50 percent. Mr. Killian commented that it is always easy to blame developers, but what about people moving here who buy those houses?

Mayor Cavanaugh noted that the real estate transfer tax did not do well on the list.

Mr. Berry commented that the most popular tax is the one that others pay. Ms. DeBoer stated that some people in the focus group supported user fees; however, the more popular response was let others pay for it and let me enjoy it.

Councilmember Aames asked Ms. DeBoer to read the statement as it was asked. Ms. DeBoer stated that the option was to broaden the sales tax base in areas that do not charge sales tax, such as beauty salons or dry cleaners. She noted that 35 percent strongly supported this option.

Mr. Killian commented that a similar proposal was defeated by a large margin in Florida.

Ms. DeBoer said that the next question asked, “Based on your responses to the two previous questions, for what period of time would you support a tax before a review for continuation?” Ms. DeBoer stated that 70 percent indicated 20 years, 12 percent indicated permanently, six percent indicated 30 years, and 12 percent did not know.

Ms. DeBoer stated that the next question asked, “There is a proposed proposition to the ballot in November to increase the statewide sales tax by one percent. Revenue would dedicate 58 percent to building new freeways and expanding existing freeways, including I-10 and I-17, give 20 percent to local transportation improvements, give 18 percent to expanding bus and rail transit statewide, and give four percent to transportation projects and open space preservation. Would you vote yes in favor of increasing the tax, or no in opposition to increasing the tax?” She said that 24 percent indicated they would definitely support a statewide sales tax for transportation in November 2008 and 30 percent indicated they would probably support, for a total of 54 percent.

Chair Hawker asked the percentage favoring Proposition 400. Mr. Smith replied that Proposition 400 started out with 78 percent indicating support, and at the time of the election, ended up with 57 percent or 58 percent.

Mr. Killian said that he wondered how people would react if the economy slipped more or went into a recession. Ms. DeBoer stated that this would probably be answered by the next question posed to the participants if they would prefer to delay a transportation tax to a ballot in 2010, rather than in 2008. She said that 57 percent of the participants indicated their preference to delay the vote, and 38 percent indicated their preference to not delay the vote. Ms. DeBoer stated that 50 percent of those who indicated they would support a statewide sales tax for transportation were among the 38 percent who said no delay. She stated that 70 percent of those who indicated they would vote no on a statewide sales tax for transportation said to wait until 2010.

Mr. Kane commented on the effect of having an additional tax on the same ballot. Chair Hawker asked if there were other proposals on the ballot. Mr. Anderson replied that he did not know if any other proposals for taxes had qualified. He added that there were a lot of initiative petitions on many issues, including five or six petitions to roll back property values.

Ms. DeBoer stated that the last question asked participants to rate on a scale of one through five (very likely) the likelihood they would vote for a candidate supporting the sales tax for transportation. Thirty-seven percent gave a rating of four or five. Ms. DeBoer stated that 59 percent of those who indicated they would support a statewide sales tax for transportation would support a candidate who supported the tax.

Mr. Anderson asked for clarification of the ratings one through three. Ms. DeBoer replied that some use three as neutral. She said if a respondent indicated they did not know, the interviewer would ask for a rating. Ms. DeBoer added that they usually then respond with a three.

Councilmember Baier asked for clarification of the duration of the field work. Ms. DeBoer replied that the telephone surveys were about 17 to 25 minutes each and took place from April 22 through May 9, 2008. She indicated that the interviewers were afforded extremely high cooperation. People were interested and engaged in participating. Ms. DeBoer stated that a full report would be issued in a couple of weeks.

Mr. Killian commented on the question about other taxes on the ballot. He stated that in 1983, the Legislature enacted a temporary sales tax, which it made permanent in 1984. Soon after, the freeway program was put on the ballot and it passed. Mr. Killian commented that if the public perceives a need for transportation, they will be somewhat inclined to support it.

Chair Hawker asked those participating in the meeting remotely if they had questions. None were noted.

Mr. Anderson continued the agenda item with an overview of the TIME Coalition initiative. He noted that ADOT estimates the tax would generate \$42.6 billion over 30 years. The components include 55 percent or \$23.4 billion toward strategic highway projects, 18 percent or \$7.7 billion toward strategic rail and transit projects and programs, 20 percent or \$8.5 billion toward local mobility projects and programs, four percent or \$1.7 billion to transportation enhancement and walkable/bikeable communities, and three percent or \$1.3 billion to conservation.

Mr. Anderson noted that 49 percent of the highway fund is specified for MAG regional projects, 12 percent to Pima County, and 39 percent to the rest of the state. He stated that of the public transportation fund, eight percent would go to the Regional Public Transportation Authority (RPTA) in the MAG region and five percent to the RTA in Tucson. He noted that \$600 million is intended to fund light rail in the MAG region and \$400 million for the modern streetcar project in Tucson. He said that 87 percent of the fund would go toward intercity rail, commuter rail, and other transit services.

Councilmember Aames asked if the amount for intercity rail projects was specified in the initiative. Mr. Anderson replied that it was not called out, just that it was included. He said that ADOT, in its investment plan, has provided some figures in each of the categories in terms of what they think might be available.

Mr. Anderson stated that of the local mobility funds, 60 percent would be committed to the MAG region, which would be distributed to the county, cities, towns and tribal communities based on population. He noted that the distribution to the remainder of the state would be according to the Highway Users Revenue Fund formula. Mr. Anderson advised that local mobility funds could be used for any transportation project.

Mr. Anderson stated that the enhancement funds would be distributed directly to counties, cities, towns and tribal communities based on population. Mr. Anderson stated that the distribution would be patterned after the federal enhancement funds program. He advised that there are some restrictions on projects, and added that these funds could be used toward such programs as Safe Routes to School and neighborhood mitigation projects.

Mr. Anderson stated that under the conservation category, grants would be administered by ADOT for open space conservation and wildlife habitat restoration and preservation that are affected by transportation projects. He noted that local governments and 501(c)(3) organizations would be able to apply for these funds.

Mr. Anderson noted that approximately 50 percent of the \$42.6 billion is estimated to come to the MAG region, based on the ADOT investment plan, and added that 60 percent of the state's population resides in Maricopa County and two-thirds of the sales tax is generated in Maricopa County.

Mr. Anderson displayed a map of the percent return estimated to be returned by county. He indicated that four counties would be donor counties: Maricopa, Yuma, Cochise, and Greenlee. Mr. Anderson noted a caveat that the map was based on ADOT's investment plan, which used current census figures for the distribution of local and enhancement funds. He noted that actual distribution of these funds will be determined by future population growth, and future sales taxes collections will be determined by the distribution of future economic activity.

Councilmember Aames asked about the 13 percent return for Greenlee County. Mr. Anderson explained there are a lot of highway improvements in the smaller counties that have low tax bases. For instance, Coconino County would receive a large percentage because it contains I-40, a major transportation corridor with significant improvements. Likewise, Santa Cruz is a small county, but is key in terms of I-19 border activity and trade with Mexico. Mr. Anderson stated that Greenlee County generates severance taxes from the mines but has relatively few highway needs.

Mr. Smith asked if this would explain articles that the rural areas do not feel the tax would help them with their local needs. Mr. Anderson commented that it goes back to the discussions on the return of investments in Proposition 400. He stated that roads such as I-40 have statewide significance and it is hard to quantify that.

Mr. Anderson stated that the TIME Coalition is in the process of collecting signatures. He said that more than 153,000 valid signatures are needed by July 3, 2008. Mr. Anderson stated that ADOT will hold public meetings around the state in June to present the program. He advised that action by the State Transportation Board is anticipated in June or July 2008 to accept the investment plan.

Mr. Anderson stated that the highway projects for the MAG region will be submitted to MAG as a recommendation, which follows the established cooperative planning process. Mr. Anderson stated that the timing and project priorities have not yet been determined and that would be discussed by the TPC. He stated that the Proposition 400 cost gaps need to be filled and projects accelerated before new projects can be entertained. Mr. Anderson stated that there might be new projects that make sense. For instance, money is included in ADOT's investment plan for the reconstruction of the Durango Curve, and that could be done in tandem with the construction of the HOV lanes included in the RTP. Mr. Anderson stated that staff will be working with ADOT on the cash flow.

Chair Hawker asked if the priorities would be determined for the projects to be funded by the \$11.4 billion that would be coming to MAG for highway projects. Mr. Anderson replied that MAG has statutory authority to set the priorities for the freeway program, but would also be working with the ADOT Board.

Chair Hawker asked if any work could begin before the election. Mr. Anderson replied that a lot of work needs to be done on the technical side with the cash flow, in addition to policy discussions on the priorities. He said that one option is to do it now and have a fully vetted plan with priorities and timing before the election, or wait until after the election is successful to do these things.

Mr. Smith stated that with Proposition 300, they waited until after the election and the funds were ensured to set the priorities. He noted that with Proposition 400, they had a plan and conformity analysis before the election. Chair Hawker asked if both were effective equally. Mr. Smith replied that there is more certainty with a plan, and the more citizens understand it the more they will support it. He



commented that he was unsure with the short timeframe that people feeling they are not being treated fairly in the priorities would be more likely to oppose the initiative. Mr. Anderson stated that the good news is that the ADOT investment plan contains mostly Proposition 400 projects, such as additional funding for Loop 303 to fill the cost gap, the Durango Curve project, and fully funding the I-10 Collector Distributor system to its ultimate buildout. Mr. Anderson commented that setting priorities might not be as difficult as the Proposition 400 discussion because the template is already in place.

Chair Hawker asked if the TPC would need to be prepared to take a position, or was overseeing what is on the ballot not on its list of responsibilities. Mr. Smith replied that he believed the roles and responsibilities were silent on taking an official position.

Mayor Cavanaugh asked if the local mobility funds would be distributed directly to the counties, cities, towns and tribes, or would they go through MAG for distribution. Mr. Anderson replied that his interpretation of the initiative was that the local mobility funds, as well as enhancement funds, would go directly from the state to the jurisdictions. Mayor Cavanaugh commented that a jurisdiction could also apply these funds to projects in the RTP.

Mayor Cavanaugh commented on the telephone survey, where 18 percent of participants indicated they would support a tax increase for transportation in their area even if it meant that the total sales tax in their community would be greater than 10 percent. He commented that this response is saying that four out of five people would not favor this tax at the level it is being presented. Mayor Cavanaugh called it a significant survey result.

Councilmember Aames commented that this might not be the most predictive question, because respondents indicated support in other questions.

Mayor Cavanaugh commented on the telephone survey result that half would like technical studies conducted prior to a statewide proposition and half did not. He commented that if they were told the cost of the plan would be \$40 billion to \$50 billion, he thought they would indicate they want technical studies done and there would be a different result. Mayor Cavanaugh stated that this survey has some ambiguity and the 18 percent number concerned him.

Mr. Kane expressed that it is confusing that the TPC's role is to establish project priorities for Proposition 400, yet the investment plan provides money to apply to MAG's projects. He said that it seems to go around MAG and creates a parallel course. Mr. Kane remarked that it will be interesting for MAG management as an operational issue.

Chair Hawker stated that perhaps the TPC did not need more updates because it does not weigh in. He commented that he was trying to figure out the niche for the TPC. Mr. Smith stated that the TPC will recommend the TIP and Plan to the Regional Council, and it needs to know the priorities, projects, and sequencing to do that. He remarked that he was unsure there was time to accomplish that prior to the November election, or whether it is wise to do that due to the turmoil it could cause. Mr. Smith suggested that perhaps the best option would be to proceed the same way as in Proposition 300, and then figure out the plan if the ballot passes.

Councilmember Aames commented that the survey did not indicate a strong support at 54 percent. He stated that the usual rule is two-thirds to be comfortable.



Mr. Zubia stated that he was speaking for the State Transportation Board, but wanted to ask as a Board member if a plan was needed to go ahead with the vote. He said that 74 percent indicated that a plan was needed, which put the state in the position of how to accomplish this, and ADOT came up with what they thought was a reasonable plan. Mr. Zubia commented that it is not the Board's intention to step into the MAG process and dictate any projects. Chair Hawker asked for clarification that ADOT's intent is to distribute money, but not show projects and time frames. Mr. Zubia replied that was correct.

Councilmember Aames stated that he thought the voters will assume there is a plan unless they are told by the opposition there is not a plan.

Mr. Killian asked who wrote the ballot proposal. Chair Hawker replied that the TIME Coalition wrote the initiative. Mr. Killian asked if all parties had agreed to the language. Chair Hawker replied that to his knowledge, all funding parties have agreed to the language.

Mr. Killian asked for clarification of the controversy with the Governor and the home builders. Mr. Smith stated that he understood that an early draft of the initiative included a type of impact fee for development. After negotiations, it was taken out. Mr. Killian expressed concern for the perception of the Governor saying development would be taken out of the initiative in exchange for funding. He remarked that this puts a cloud on the initiative and he was concerned with that. Mr. Killian stated that the Governor needs to be out front pushing this proposal. He commented that if there was a deal with developers, legal issues could be raised. Mr. Killian stated that as a TPC member, he would like an answer to that because it puts the ethics of the initiative into question. He added that this is giving the opposition a big hammer to beat on the proposal. Instead of transportation being the issue, the Governor's act becomes the issue. Chair Hawker stated that as Chair, he would ask the Governor's office to clarify that.

## 7. Legislative Update

Nathan Pryor, MAG Senior Policy Planner, provided an update on legislative issues of interest. He noted that the bill summary chart was updated that day and a copy was at each place. Mr. Pryor stated that two bills were signed since the TPC last met. The first was Senate Bill 1468 to continue ADOT until July 2016. The second bill is House Bill 2133, which would create a new transportation district for counties over 500,000 in population in January 2009. Mr. Pryor noted that Pinal County is projected to reach that milestone in 2014, and it will give them a seat on the State Transportation Board.

Mr. Pryor stated that House Bill 2049 has a number of amendments, including one that will allow single occupant vehicles to use high occupancy vehicle lanes as long as they meet the federal definition of low emission vehicles. He stated that this bill will continue to be monitored.

Mr. Pryor stated that the proposed gas tax holiday from Memorial Day to Labor Day is unlikely to proceed, but he will continue to monitor it. Chair Hawker thanked Mr. Pryor for his report. He asked members if they had questions.

Mayor Cavanaugh stated that he wanted to acknowledge that this was the last TPC meeting for Mayor Bobby Bryant and thanked him for his service. Mayor Cavanaugh stated that this was also the last meeting for TPC Chair Hawker. Mayor Cavanaugh noted that not only was Chair Hawker a charter member of the TPC, he was a member of the group who formed the composition of the TPC. He said

that Chair Hawker had done a lot for the region, and for this service, he wanted to extend his sincere appreciation. Those in attendance applauded Chair Hawker.

There being no further business, the meeting adjourned at 5:35 p.m.

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Chair

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Secretary

# ***MARICOPA ASSOCIATION OF GOVERNMENTS***

## ***INFORMATION SUMMARY... for your review***

**DATE:**

July 8, 2008

**SUBJECT:**

Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

**SUMMARY:**

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by Regional Council on July 25, 2007, and have been amended and modified in October 2007, and January, February, and April 2008. Rather than producing a new TIP for FY 2009, the FY 2008-2012 TIP is being amended and modified. The proposed amendment and administrative modification to the FY 2008-2012 TIP is divided into the Highway Section - Table A, and Transit Section - Table B. In addition, Table A includes a column annotating the Arizona Department of Transportation (ADOT) projects that are Material Cost, Scope, or Schedule Changes to the ADOT Program.

**PUBLIC INPUT:**

An opportunity for public input was provided at the MAG Transportation Review Committee meeting on June 26, 2008. No public comment was received. An opportunity for public input is also available at the July 9, 2008 MAG Management Committee.

**PROS & CONS:**

PROS: Approval of this TIP amendment will allow the projects to proceed in a timely manner.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment request is in accord with all MAG guidelines.

**ACTION NEEDED:**

Recommend approval of an amendment and administrative modification to the FY 2008-2012 MAG TIP, as appropriate, to the Regional Transportation Plan 2007 Update, and Material Cost, Scope, and Schedule Changes to the ADOT Program as shown in the attached tables.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: The MAG Management Committee will meet on July 9, 2008. An update will be provided on action taken by the Committee.

Transportation Review Committee (TRC): On June 26, 2008, the TRC recommended approval of an amendment, and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and Material Cost, Scope, and Schedule Changes to the ADOT Program as shown in the attached tables.

#### MEMBERS ATTENDING

Phoenix: Don Herp for Tom Callow	Litchfield Park: Mike Cartsonis
ADOT: Kwi-Sung Kang for Floyd Roehrich	Maricopa County: John Hauskins
* Avondale: David Fitzhugh	Mesa: Brent Stoddard for Scott Butler
Buckeye: Scott Lowe	Paradise Valley: Robert M. Cicarelli
Chandler: Dan Cook for Patrice Kraus	Peoria: David Moody
El Mirage: Lance Calvert	Queen Creek: Mark Young
Fountain Hills: Randy Harrel	RPTA: Bob Antilla for Bryan Jungwirth
* Gila Bend:	Scottsdale: Dave Meinhardt for Mary O'Connor
* Gila River: David White	Surprise: Randy Overmyer
Gilbert: Stephanie Prybl for Tami Ryall	Tempe: Carlos de Leon
Glendale: Terry Johnson	Valley Metro Rail: John Farry
Goodyear: Cato Esquivel	Wickenburg: Gary Edwards
Guadalupe: Jim Ricker	* Youngtown: Lloyce Robinson

#### EX-OFFICIO MEMBERS ATTENDING

Regional Bicycle Task Force: Maria Deeb for Jim Hash	Pedestrian Working Group: Brandon Forrey
* Street Committee: Darryl Crossman	* Transportation Safety Committee: Kerry Wilcoxon
* ITS Committee: Mike Mah	

\* Members neither present nor represented by proxy.  
# - Attended by Audioconference

+ - Attended by Videoconference

#### **CONTACT PERSON:**

Eileen O. Yazzie, (602) 254-6300.

## DESCRIPTION OF MAG TIP 2008-2012 AMENDMENT AND ADMINISTRATIVE MODIFICATION

The attached project change listing identifies TIP projects to be amended or modified in the FY 2008 - 2012 MAG Transportation Improvement Program (TIP) based on information from MAG member agencies. Project changes related to the Federal fiscal year 2008 MAG Closeout process will be affirmed by Regional Council in June or July 2008.

The listing includes only projects that meet all three of the following criteria:

- I. Projects that are currently programmed in the TIP in the FY 2008 to FY 2010 time frame or have been requested by MAG member agencies to be added or advanced into the FY 2008 to FY 2010 time frame,
- II. Projects that are regionally significant or are federally funded or regionally funded, and
- III. Projects that are new to the TIP or have changed values for the location, work description, year, funding, length and number of lanes.

The listing is divided into two sections – Highway and Transit, and each section is sorted by MAG member agency, year and location. The last column explains the type of project changes.

If you have any questions or need additional information, please contact Eileen Yazzie or Steve Tate at 602-452-5010.

# PROJECT CHANGE SHEET - #5

Table A

## Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	Material Change - ADOT Projects *
DOT08-747	ADOT	10: Sarival Ave to 101L (Agua Fria Fwy)	Advance construct HOV and general purpose lanes (City advancement) for repayment in 2014	2008	NHS	48,093,000	-	2,907,000	51,000,000	4.0	6	8	Project Changes: Fund Type, Federal Cost, Local Cost, Federal_Type	Not applicable
DOT08-750AC	ADOT	10: Sarival Ave to 101L (Agua Fria Fwy)	Advance construct HOV and general purpose lanes (City advancement phase 1 of 2) for reimbursement in 2011	2008	NHS	41,492,000	-	2,508,000	44,000,000	4.0	4	6	Project Changes: Fund Type, Federal Cost, Local Cost, Federal_Type	Not applicable
DOT08-748AD	ADOT	10: Sarival Ave to Dysart Rd	Advance design HOV and general purpose lanes (City advancement phase 2 of 2) for reimbursement in 2009	2008	State	-	-	1,900,000	1,900,000	4.0	4	8	Project Changes: Location	Not applicable
DOT08-818	ADOT	10: Sarival Ave to Dysart Rd	Right of Way purchase for Construction	2008	RARF	-	3,500,000	-	3,500,000	4.0	4	8	Project Changes: Location	Not applicable
DOT08-816	ADOT	101 (Pima Fwy): Raintree Dr to Cactus Road	Construct Auxiliary Lane	2008	RARF	-	1,200,000	-	1,200,000	0.8	-	-	Project Changes: Location	Not applicable
DOT11-727	ADOT	101 (Pima Fwy): Tatum Blvd to Princess Dr	Construct HOV lanes	2008	State	-	-	30,000,000	30,000,000	5.0	6	8	Project Changes: Lanes After	Not applicable
DOT10-6C33B	ADOT	101 (Price Fwy): Loop 202 (Red Mountain Fwy) to Loop 202 (Santan Fwy)	Construct HOV lanes (State funds)	2008	State	-	-	52,600,000	52,600,000	5.5	6	6	Project Changes: Location, Length	Cost
DOT08-802	ADOT	17: Dixileta Dr to SR-74 (Carefree Hwy)	Acquire right of way	2008	RARF	-	24,500,000	-	24,500,000	-	6	8	Project Changes: Fund Type, Regional Cost, Local Cost	Not applicable
DOT08-804	ADOT	17: Happy Valley Rd to Dixileta Dr	Acquire right of way	2008	RARF	-	6,000,000	-	6,000,000	-	6	8	Project Changes: Fund Type, Regional Cost, Local Cost	Not applicable
DOT08-806	ADOT	17: Loop 101 (Pima Fwy) to Happy Valley Rd	Acquire right of way	2008	RARF	-	7,500,000	-	7,500,000	-	6	8	Project Changes: Fund Type, Regional Cost, Local Cost	Not applicable
DOT08-807	ADOT	17: Loop 101 (Pima Fwy) to Jomax Rd	Construct HOV and general purpose lanes	2008	RARF	-	97,000,000	-	97,000,000	5.0	6	8	Project Changes: Fund Type, Federal Cost, Regional Cost, Local Cost, Federal_Type	Not applicable
DOT08-677	ADOT	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to Gilbert Rd	Design FMS	2008	CMAQ	565,800	-	34,200	600,000	3.4	-	-	Project Changes: Federal Cost, Local Cost	Not applicable
DOT08-831	ADOT	202 (Red Mountain Fwy): Mill Ave & Washington St	Construct bridge widening	2008	RARF	-	7,700,000	-	7,700,000	0.1	-	-	Project Deleted from 2008	Not applicable
DOT07-650	ADOT	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy), EB & WB lanes	Design roadway widening	2008	RARF	-	5,700,000	-	5,700,000	2.0	-	-	Project Deleted from 2008	Not applicable

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	Material Change - ADOT Projects *
DOT999-9236(Create d: 1/4/2008 11:07:38 AM_Draft	ADOT	202 (Red Mountain): I-10/SR51 TI to SR101L	Design Build	2008	RARF	-	111,600,000	72,460,000	184,060,000	-	-	-	New Project in 2008	Not applicable
DOT08-825	ADOT	60 (Grand Ave): Loop 303 (Estrella Fwy) to 99th Ave	Design roadway widening	2008	State	-	-	600,000	600,000	10.0	-	-	Project Changes: Fund Type, Regional Cost, Total Cost	Not applicable
DOT10-6C30	ADOT	60 (Superstition Fwy): I-10 to Loop 101 (Pima/Price Fwy)	Construct general purpose lanes	2008	RARF	-	7,500,000	19,500,000	27,000,000	4.5	8	10	Project Changes: Fund Type, Regional Cost, Local Cost	Cost
DOT08-838	ADOT	85: Mile Post 139.01 to Mile Post 141.71	Relocate Utilities, Phase 2	2008	RARF	-	224,000	-	224,000	2.7	-	-	Project Changes: Regional Cost, Total Cost	Not applicable
DOT08-837	ADOT	I-17 at Dove Valley Road TI	Advance design new traffic interchange (city advancement) for repayment in RTP phase 3	2008	State	-	-	2,263,000	2,263,000	-	-	-	Project Changes: Fund Type	Not applicable
DOT09-964	ADOT	10: Loop 101 (Agua Fria Fwy) to I-17	Utilities Construction	2009	MAG-STP	14,145,000	-	855,000	15,000,000	-	-	-	New Project in 2009	Not applicable
DOT07-745ADX	ADOT	10: Sarival Ave to Dysart Rd	Reimbursement of advance design for HOV and general purpose lanes advance designed in 2007	2009	RARF	-	2,800,000	(2,800,000)	-	4.0	4	8	Project Changes: Location	Not applicable
DOT08-748ADX	ADOT	10: Sarival Ave to Dysart Rd	Reimbursement of advance design for HOV and general purpose lanes advance designed in 2008	2009	RARF	-	1,900,000	(1,900,000)	-	4.0	4	8	Project Changes: Location	Not applicable
DOT09-752AC	ADOT	10: Sarival Ave to Dysart Rd	Advance construct HOV and general purpose lanes (City advancement phase 2 of 2) for reimbursement in 2011	2009	NHS	49,979,000	6,000,000	3,021,000	59,000,000	4.0	4	6	Project Changes: Location, Fund Type, Federal Cost, Regional Cost, Local Cost, Total Cost, Federal_Type	Cost
DOT08-817	ADOT	10: TI at Desert Creek/323rd Avenue/Mp 105.5	Design traffic interchange	2009	Private	-	-	1,900,000	1,900,000	-	-	-	Project Changes: Year, Fund Type	Schedule
DOT09-815	ADOT	10: Verrado Way to Sarival Ave	Construct general purpose lanes (2009)	2009	State	-	-	43,200,000	43,200,000	1.0	4	6	Project Changes: Location	Not applicable
DOT11-724	ADOT	101 (Agua Fria Fwy) at Union Hills Dr	Design traffic interchange	2009	RARF	-	500,000	1,900,000	2,400,000	0.2	-	-	Project Changes: Location, Year, Regional Cost, Total Cost	Schedule
DOT12-840	ADOT	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange	2009	State	-	-	27,500,000	27,500,000	0.2	-	-	Project Changes: Location, Year, Local Cost, Total Cost	Cost, Schedule
DOT09-905	ADOT	101 (Agua Fria): I-10 to MC85	Utilities and Right-of-way	2009	RARF	-	1,000,000	-	1,000,000	-	-	-	New Project in 2009	Not applicable
DOT09-914	ADOT	101 (Pima Fwy): Hayden Rd - Princess Dr	Drainage Improvements	2009	RARF	-	2,500,000	-	2,500,000	-	-	-	New Project in 2009	Not applicable

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	Material Change - ADOT Projects *
DOT08-833	ADOT	101 (Pima Fwy): I-17 to SR-51 (Piestewa Fwy)	Design and construct FMS	2009	CMAQ	4,900,000	-	600,000	5,500,000	6.0	-	-	Project Changes: Year, Fund Type, Lanes Before, Lanes After, Federal_Type	Schedule
DOT09-962	ADOT	101 (Price Fwy): Loop 202 (Red Mountain Fwy) to US 60 Superstition	FMS Design, Construction and Evaluation	2009	RARF	-	900,000	-	900,000	-	-	-	New Project in 2009	Not applicable
DOT09-699	ADOT	10R: Loop 303 (Estrella Fwy) to Loop 202 (South Mountain Fwy)	Protect right of way	2009	RARF	-	5,000,000	-	5,000,000	14.0	-	-	Project Changes: Regional Cost, Total Cost	Cost
DOT09-907	ADOT	143 Hohokam: SR143/Sky Harbor Blvd TI	TI Improvements, Design ramps	2009	RARF	-	3,600,000	-	3,600,000	0.1	-	-	New Project in 2009	Not applicable
DOT07-329R	ADOT	17: Peoria Ave to Greenway Rd	Construct drainage improvements	2009	IM	16,031,000	-	969,000	17,000,000	-	-	-	Project Deleted from TIP and Planned for 2013	Not applicable
DOT10-826	ADOT	202 (Red Mountain Fwy): 48th St. - Rural Rd, EB	Design roadway widening	2009	RARF	-	3,700,000	-	3,700,000	3.2	4	5	Project Deleted from 2009	Not applicable
DOT09-6C06	ADOT	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to Gilbert Rd	Construct HOV lanes	2009	RARF	-	24,000,000	9,000,000	33,000,000	6.4	6	8	Project Changes: Regional Cost, Total Cost, Lanes After	Cost
DOT09-6C08	ADOT	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy), EB & WB lanes	Widen roadway	2009	RARF	-	72,300,000	-	72,300,000	2.0	8	10	Project Deleted from 2009	Not applicable
DOT09-827	ADOT	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Acquire right of way	2009	RARF	-	20,000,000	-	20,000,000	6.0	-	-	Project Changes: Regional Cost, Total Cost	Cost
DOT09-908	ADOT	202 (South Mountain): I-10 East to I-10 West	Prepare EIS for 10 lanes of new freeway	2009	State	-	-	-	-	-	-	-	New Project in 2009	Not applicable
DOT09-910	ADOT	303 (Estrella Freeway): 801 (I-10 Reliever) to I-10 West	Prepare EA for 10 lanes of new freeway	2009	State	-	-	-	-	-	-	-	New Project in 2009	Not applicable
DOT09-909	ADOT	303 (Estrella Freeway): I-10 West to I-17	Prepare EA for 10 lanes of new freeway	2009	State	-	-	-	-	-	-	-	New Project in 2009	Not applicable
DOT08-812	ADOT	303 (Estrella Fwy) at Bell Rd	Construct traffic interchange	2009	State	-	-	11,000,000	11,000,000	-	-	-	Project Changes: Year	Schedule
DOT08-813	ADOT	303 (Estrella Fwy) at Cactus and Waddell Rds	Construct traffic interchange	2009	State	-	-	9,200,000	9,200,000	-	-	-	Project Changes: Year	Schedule
DOT08-810	ADOT	303 (Estrella Fwy): Happy Valley Rd to Lake Pleasant Rd	Construct new interim freeway (FY 2008)	2009	RARF	-	177,000,000	-	177,000,000	12.0	-	4	Project Changes: Year	Schedule
DOT09-963	ADOT	303 (Estrella Fwy): I-10 to Happy Valley Rd	Right-of-Way Acquisition Reimbursement	2009	RARF	-	4,200,000	-	4,200,000	-	-	-	New Project in 2009	Not applicable
DOT09-6C12RW	ADOT	303 (Estrella Fwy): I-10 to US-60 (Grand Ave)	Acquire right of way for roadway improvements (FY 2009)	2009	RARF	-	10,000,000	-	10,000,000	15.0	2	4	Project Changes: Regional Cost, Total Cost	Cost



TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	Material Change - ADOT Projects *
DOT09-6C12D	ADOT	303 (Estrella Fwy): I-10/303L TI, Phase 1, I-10 Realignment	Design roadway improvements (FY 2009)	2009	RARF	-	13,800,000	-	13,800,000	15.0	2	4	Project Changes: Location, Regional Cost, Total Cost	Cost
DOT07-332	ADOT	60 (Grand Ave): 99th Ave to 83rd Ave	Widen roadway (including New River bridge), adding 1 through lane in each direction	2009	NHS	9,600,000	-	400,000	10,000,000	1.7	4	6	Project Changes: Year	Schedule
DOT08-673	ADOT	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	2009	State	-	-	3,600,000	3,600,000	2.0	2	4	Project Changes: Year, Lanes After	Schedule
DOT09-911	ADOT	801 (I-10 Reliever): 202 (South Mtn Fwy) to 303 (Estrella Fwy)	Prepare EA for 10 lanes of new freeway	2009	State	-	-	-	-	-	-	-	New Project in 2009	Not applicable
DOT09-912	ADOT	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	Prepare Environmental document for 10 lanes of new freeway	2009	State	-	-	-	-	-	-	-	New Project in 2009	Not applicable
DOT09-961	ADOT	85: Hazen Rd to Broadway Rd	Design Widening	2009	RARF	-	3,500,000	-	3,500,000	-	-	-	New Project in 2009	Not applicable
DOT06-425	ADOT	85: I-8 TI, Phase 1	Design	2009	State	-	-	1,440,000	1,440,000	2.4	2	4	Project Changes: Location, Work, Local Cost, Total Cost	Not applicable
DOT09-767	ADOT	85: I-8 to I-10	Design, acquire right of way and relocate utilities	2009	State	-	-	11,100,000	11,100,000	34.0	2	4	Project Deleted from 2009	Not applicable
DOT07-427	ADOT	85: MP 120.54 to MP 122.99	Widen roadway, adding 2 through lanes	2009	STP-AZ	8,581,300	-	518,700	9,100,000	2.4	2	4	Project Deleted from 2009	Not applicable
DOT06-613	ADOT	85: Southern Ave to I-10	Widen roadway, adding 2 through lanes	2009	RARF	-	4,400,000	29,600,000	34,000,000	2.5	2	4	Project Changes: Fund Type, Regional Cost, Total Cost	Cost
DOT06-254	ADOT	88: Fish Creek Hill	Construct retaining walls	2009	STP-AZ	1,414,500	-	85,500	1,500,000	-	-	-	Project Changes: Year	Schedule
DOT09-901	ADOT	I-10:395th Ave	Construct Traffic Interchange	2009	Private	-	-	18,200,000	18,200,000	-	-	-	New Project in 2009	Not applicable
DOT09-903	ADOT	I-10:395th Ave	Design Traffic Interchange	2009	Private	-	-	1,820,000	1,820,000	-	-	-	New Project in 2009	Not applicable
DOT09-6C19	ADOT	MAG regionwide	Design change orders	2009	RARF	-	3,500,000	-	3,500,000	-	-	-	Project Changes: Regional Cost, Total Cost	Not applicable
DOT09-6C20	ADOT	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	2009	RARF	-	13,000,000	-	13,000,000	-	-	-	Project Changes: Regional Cost, Total Cost	Cost
DOT09-6C21	ADOT	MAG regionwide	Preliminary engineering (ADOT staff)	2009	RARF	-	1,700,000	-	1,700,000	-	-	-	Project Changes: Regional Cost, Total Cost	Not applicable
DOT09-6C22	ADOT	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	2009	RARF	-	22,200,000	-	22,200,000	-	-	-	Project Changes: Regional Cost, Total Cost	Cost
DOT09-913	ADOT	MAG regionwide	HOV Studies for the MAG Regional Freeway System	2009	RARF	-	3,500,000	-	3,500,000	-	-	-	New Project in 2009	Not applicable

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	Material Change - ADOT Projects *
DOT98-124	ADOT	PI101L10IRC -- 101L Pima Fwy: Pima Rd Extension (JPA)	Construct roadway extension	2009	RARF	-	3,634,000	-	3,634,000	3.0	-	4	Project Changes: Year	Schedule
DOT98-111	ADOT	PI101L10IRD -- 101L Pima Fwy: Pima Rd Extension (JPA)	Design roadway extension	2009	RARF	-	297,000	-	297,000	3.0	-	-	Project Changes: Year	Schedule
DOT06-601	ADOT	10: 40th St to Baseline Rd	Design CD roads	2010	State	-	-	5,535,000	5,535,000	4.0	-	-	Project Changes: Year	Schedule
DOT07-636	ADOT	10: 40th St to Baseline Rd	Design CD roads	2010	State	-	-	4,125,000	4,125,000	4.0	-	-	Project Changes: Year	Schedule
DOT09-697	ADOT	10: 40th St to Baseline Rd	Design CD roads	2010	State	-	-	4,675,000	4,675,000	4.0	-	-	Project Changes: Work Description	Not applicable
DOT08-668	ADOT	10: Loop 101 (Agua Fria Fwy) to I-17	Construct roadway widening	2010	STP-AZ	28,000,000	25,000,000	-	53,000,000	9.2	8	10	Project Changes: Regional Cost, Total Cost	Cost
DOT10-755	ADOT	10: Sarival Ave to Dysart Rd	Design landscape	2010	State	-	-	320,000	320,000	4.0	4	8	Project Changes: Location	Not applicable
DOT09-826	ADOT	10: TI at Desert Creek/323rd Avenue/Mp 105.6	Construct Traffic Interchange	2010	Private	-	-	18,500,000	18,500,000	0.1	8	10	Project Changes: Year, Fund Type	Schedule
DOT07-323	ADOT	101 (Agua Fria Fwy): I-10 to MC-85 (99th Ave)	Widen roadway	2010	STP-AZ	2,357,500	-	142,500	2,500,000	1.7	-	4	Project Changes: Federal Cost, Local Cost, Total Cost	Cost
DOT10-6C28	ADOT	10R: Loop 303 (Estrella Fwy) to Loop 202 (South Mountain Fwy)	Protect right of way	2010	RARF	-	5,000,000	-	5,000,000	14.0	-	-	Project Changes: Regional Cost, Total Cost	Cost
DOT08-839	ADOT	143 Hohokam: SR143/Sky Harbor Blvd TI	TI Improvements, Adding ramps	2010	RARF	-	35,100,000	-	35,100,000	0.1	-	-	Project Changes: Location, Year, Regional Cost, Total Cost	Cost, Schedule
DOT09-757	ADOT	17: Loop 101 (Pima Fwy) to SR-74 (Carefree Hwy)	Construct landscape	2010	RARF	-	5,000,000	-	5,000,000	9.0	-	-	Project Changes: Regional Cost, Total Cost	Cost
DOT09-825	ADOT	202 (Red Mountain Fwy): SR51-48th St., EB	Design roadway widening	2010	RARF	-	4,160,000	-	4,160,000	3.2	4	5	Project Deleted from 2010	Not applicable
DOT08-679	ADOT	202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan TI	Design roadway	2010	State	-	-	10,000,000	10,000,000	8.0	-	-	Project Changes: Year	Schedule
DOT09-6C10	ADOT	202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan TI	Design roadway	2010	RARF	-	20,000,000	-	20,000,000	8.0	-	-	Project Changes: Work, Year	Schedule
DOT10-6C36	ADOT	202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan TI	Purchase right of way (FY 2010)	2010	RARF	-	50,000,000	-	50,000,000	8.0	-	-	Project Changes: Work, Regional Cost, Total Cost	Cost
DOT09-822	ADOT	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Design new 6 lane freeway	2010	RARF	-	15,000,000	-	15,000,000	6.0	-	-	Project Changes: Year	Schedule
DOT10-6C38D	ADOT	303 (Estrella Fwy): I-10 to US-60 (Grand Ave)	Design roadway improvements (FY 2010)	2010	RARF	-	11,300,000	-	11,300,000	15.0	2	4	Project Changes: Regional Cost, Total Cost	Cost
DOT10-6C38RW	ADOT	303 (Estrella Fwy): I-10 to US-60 (Grand Ave)	Acquire right of way for roadway improvements (FY 2010)	2010	RARF	-	10,000,000	-	10,000,000	15.0	2	4	Project Changes: Regional Cost, Total Cost	Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	Material Change - ADOT Projects *
DOT10-6C29	ADOT	60 (Grand Ave): Loop 101 (Agua Fria Fwy) to McDowell Rd	Widen roadway	2010	RARF	-	29,700,000	-	29,700,000	12.5	6	10	Project Changes: Regional Cost, Total Cost	Cost
DOT05-168R	ADOT	85: Hazen Rd to Broadway Rd	Widen roadway, adding 2 through lanes	2010	State	-	-	40,000,000	40,000,000	3.5	2	4	Project Changes: Location, Length, Federal, Type	Not applicable
DOT09-6C03	ADOT	85: Hazen Rd to Broadway Rd	Widen roadway, adding 2 through lanes	2010	STP-AZ	15,228,000	-	972,000	16,200,000	2.6	2	4	Project Changes: Location, Year	Not applicable
DOT08-828	ADOT	87 MP 211.8 - MP 213.0	Erosion control construction project to protect roadway slopes.	2010	RARF	-	2,200,000	-	2,200,000	1.2	4	4	Project Changes: Year, Regional Cost, Total Cost	Schedule
DOT10-828	ADOT	87: New Four Peaks to Dos S Ranch Rd	Construct roadway improvements	2010	RARF	-	23,000,000	-	23,000,000	5.4	4	4	Project Changes: Work Description	Not applicable
DOT10-6C41	ADOT	MAG regionwide	Design change orders	2010	RARF	-	3,500,000	-	3,500,000	-	-	-	Project Changes: Regional Cost, Total Cost	Not applicable
DOT10-6C42	ADOT	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	2010	RARF	-	13,000,000	-	13,000,000	-	-	-	Project Changes: Regional Cost, Total Cost	Cost
DOT10-6C43	ADOT	MAG regionwide	Preliminary engineering (ADOT staff)	2010	RARF	-	1,700,000	-	1,700,000	-	-	-	Project Changes: Regional Cost, Total Cost	Not applicable
DOT10-6C44	ADOT	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	2010	RARF	-	22,200,000	-	22,200,000	-	-	-	Project Changes: Regional Cost, Total Cost	Cost
DOT07-635R	ADOT	10: 40th St to Baseline Rd	Construct CD roads	2011	NHS	47,150,000	2,850,000	-	50,000,000	4.0	8	12	Project Changes: Year	Schedule
DOT08-666	ADOT	10: 40th St to Baseline Rd	Construct CD roads (FY 2010)	2011	NHS	67,080,000	-	4,055,000	71,135,000	4.0	8	12	Project Changes: Year, Federal Cost, Local Cost	Schedule
DOT08-667	ADOT	10: 40th St to Baseline Rd	Design CD roads (FY 2008)	2011	State	-	-	4,675,000	4,675,000	4.0	-	-	Project Changes: Year	Schedule
DOT09-698	ADOT	10: Loop 202 (Santan Fwy) to Riggs Rd	Widen freeway from 4 lanes to 6, plus HOV lanes	2011	NHS	61,295,000	3,705,000	-	65,000,000	6.3	4	6	Project Changes: Year	Schedule

\*MATERIAL CHANGE - A.R.S. 28-6353 requires that MAG approve any change in priorities, new projects, or requests for changes that would materially increase Freeway Program costs, change Project scope, or change Project Schedule. The Material Change Policy for the MAG Regional Freeway Program is attached.

TIP/DN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
AVN08-803	Avondale	Avondale Blvd: 1/4 mile north of Broadway Rd to Miami Ave	Add 2 lanes	2008	Private	-	-	500,000	500,000	0.5	4	6	Project Deleted from 2008
AVN08-805	Avondale	Broadway Rd: 111th to 107th Aves	Add 1 eastbound lane	2008	Private	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2008
AVN08-812	Avondale	Citywide	Pedestrian Safety Education Program	2008	STP-TEA	11,316	-	684	12,000	-	-	-	Project Changes: Work Description
AVN08-802	Avondale	107th Ave: Broadway Rd to Alta Vista Rd alignment	Add 1 southbound lane	2009	Private	-	-	1,000,000	1,000,000	0.8	2	3	Project Changes: Year
AVN08-623	Avondale	99th Ave: 1/4 mi north of McDowell Rd to 1/4 mi south of Thomas Rd	Add 1 southbound through lane	2009	Private	-	-	800,000	800,000	0.5	4	5	Project Changes: Year
AVN87-702	Avondale	Avondale Blvd: Thomas Rd to McDowell Rd	Add 2 through lanes and left turn lane	2009	Local	-	-	1,500,000	1,500,000	1.0	2	4	Project Deleted from 2009
AVN08-806	Avondale	Broadway Rd: Dysart Rd to Avondale Blvd	Construct new 4 lane roadway	2009	Private	-	-	2,500,000	2,500,000	2.0	-	4	Project Changes: Year
AVN07-621	Avondale	Dysart Rd: Harrison St to Lower Buckeye Rd	Construct new 3 lane roadway	2009	Local	-	-	4,500,000	4,500,000	0.5	-	2	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
AVN08-808	Avondale	Dysart Rd: Osborn Rd to Indian School Rd	Add 1 northbound lane	2009	Private	-	-	1,000,000	1,000,000	0.5	4	6	Project Changes: Work, Year
AVN09-903	Avondale	Dysart Rd: Osborn Rd to Indian School Rd	Add 1 southbound lane	2009	Private	-	-	1,000,000	1,000,000	0.5	4	5	New Project in 2009
AVN08-807	Avondale	Dysart Rd: Sunland Ave to 1/4 mile north of Broadway Rd	Add 1 northbound lane	2009	Private	-	-	500,000	500,000	1.0	2	3	Project Changes: Year
AVN08-809	Avondale	El Mirage Rd: Sunland Ave to 1/4 mile north of Broadway Rd	Widen roadway from 2 to 4 lanes	2009	Private	-	-	1,000,000	1,000,000	1.0	2	4	Project Changes: Year
AVN09-902	Avondale	McDowell Road: East of 119th Avenue to Avondale Blvd	Add 1 westbound lane	2009	Private	-	-	500,000	500,000	0.5	4	5	New Project in 2009
AVN09-812	Avondale	Van Buren St: 103rd to 99th Aves	Add 1 westbound lane	2009	Private	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2009
AVN08-625	Avondale	Van Buren St: 107th Ave to 103rd	Add 1 westbound through lane	2009	Private	-	-	500,000	500,000	0.5	2	2	Project Changes: Year, Lanes After
AVN09-901	Avondale	Van Buren Street: El Mirage to the Aqua Fria Bridge	Add 2 lanes	2009	Local	-	-	1,740,000	1,740,000	0.5	2	4	New Project in 2009
AVN10-703	Avondale	Van Buren St: El Mirage to 122nd Ave (North half)	Add 1 westbound through lane, paving, curb and gutter.	2011	Local	-	-	600,000	600,000	0.5	2	3	Project Changes: Year
BKY07-701	Buckeye	Miller Rd: Irwin Ave to Southern Ave	Widen roadway adding 1 through lane in each direction	2009	Local	-	-	3,224,000	3,224,000	2.0	2	4	Project Changes: Year
BKY04-401B	Buckeye	Verrado Way: Sunrise Ln to 1.5 miles north	Construct new roadway	2009	Private	-	-	1,500,000	1,500,000	1.5	-	4	Project Changes: Year
BKY12-802	Buckeye	Downtown Buckeye	Construct sidewalks, curb and gutter	2010	CMAQ	221,550	-	94,950	316,500	9.5	4	4	Project Changes: Year
CVK08-901	Cave Creek	Townwide	Pave dirt roads program - Design	2008	Local	-	-	75,000	75,000	2.0	2	2	New Project in 2008
CVK08-902	Cave Creek	Townwide	Pave dirt roads program - Construction	2008	Local	-	-	480,000	480,000	6.0	2	2	New Project in 2008
CVK09-903	Cave Creek	Townwide	Pave dirt roads program - Construction	2009	Local	-	-	500,000	500,000	8.0	2	2	New Project in 2009

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
CHN120-06RW	Chandler	Chandler Blvd at Dobson Rd	Acquire right of way for intersection improvement	2008	RARF	-	1,354,000	1,031,000	2,385,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
CHN130-06D	Chandler	Ray Rd at Alma School Rd	Design intersection improvement	2008	RARF	-	378,000	162,000	540,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
CHN110-07D	Chandler	Chandler Blvd at Alma School Rd	Design intersection improvements	2009	RARF	-	353,000	476,000	829,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost, and deferred from 08 to 09
CHN110-08RW	Chandler	Chandler Blvd at Alma School Rd	Acquire right of way for intersection improvement	2009	RARF	-	951,000	4,025,000	4,976,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
CHN120-07C	Chandler	Chandler Blvd at Dobson Rd	Construct intersection improvements	2009	RARF	-	2,300,000	3,603,000	5,903,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
CHN09-802	Chandler	Chandler Blvd: Delaware St to Gilbert Rd	Install fiber-optic cable traffic signal interconnection	2009	CMAQ	309,653	-	185,347	495,000	2.8	4	4	Project Changes: Local Cost, Total Cost, Lanes Before, Lanes After
CHN430-09AD	Chandler	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Advance design roadway widening for reimbursement in 2023	2009	Local	-	-	2,091,000	2,091,000	2.0	2	6	Project Changes: Local Cost, Total Cost, Lanes Before
CHN420-09AD	Chandler	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Advance design roadway widening	2009	Local	-	-	2,091,000	2,091,000	2.0	2	6	Project Changes: Work, Local Cost, Total Cost, Lanes Before
CHN410-08AD	Chandler	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Advanced design of roadway widening	2009	Local	-	-	519,000	519,000	1.3	2	6	Project Changes: Location, Work, Year, Local Cost, Total Cost, Lanes Before
CHN410-09ARW	Chandler	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Advanced acquisition of right of way	2009	Local	-	-	3,006,000	3,006,000	1.3	2	6	New Project in 2009
CHN410-09ARW	Chandler	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Advanced acquisition of right of way	2009	Local	-	-	3,006,000	3,006,000	1.3	2	6	Project Changes: Location, Work, Year, Local Cost, Total Cost, Lanes Before
CHN410-10AC	Chandler	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Advanced construction of roadway widening	2009	Local	-	-	7,776,000	7,776,000	1.3	2	6	Project Changes: Location, Work, Year, Local Cost, Total Cost, Lanes Before
CHN08-610C	Chandler	Loop 101 (Price Freeway) at Galveston Street	Construct multi-use path and bridge over the Loop 101 (Price Freeway) at Galveston Street	2009	CMAQ	1,164,992	-	1,315,808	2,480,800	0.25	0	0	New Project in 2009, original project was split into design (CHN08-610) and construction
CHN99-713	Chandler	McQueen Rd: Queen Creek Rd to Riggs Rd	Reconstruct roadway to add 2 through lanes in each direction	2009	Local	-	-	23,700,000	23,700,000	1.0	2	6	Project Changes: Local Cost, Total Cost
CHN09-703	Chandler	Ocotillo Rd: Arizona Ave to McQueen Rd	Widen roadway to add 2 through lane in each direction	2009	Local	-	-	16,575,000	16,575,000	1.0	2	6	Project Changes: Work, Local Cost, Total Cost, Lanes Before

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
CHN230-08AC	Chandler	Queen Creek Rd: Arizona Ave to McQueen Rd	Advance construction of roadway widening	2009	Local	-	-	16,415,000	16,415,000	1.0	2	6	Project Changes: Work, Year, Local Cost, Total Cost
CHN240-10AD	Chandler	Queen Creek Rd: McQueen Rd to Lindsay Rd	Advance design roadway widening	2009	Local	-	-	2,863,000	2,863,000	3.0	2	6	Project Changes: Work, Year, Local Cost, Total Cost, Lanes Before
CHN130-07RW	Chandler	Ray Rd at Alma School Rd	Acquire right of way for intersection improvement	2009	RARF	-	1,839,000	855,000	2,694,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
CHN270-08AD	Chandler	Ray Rd at McClintock Dr	Advance design intersection improvement	2009	Local	-	-	191,000	191,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
CHN110-09C	Chandler	Chandler Blvd at Alma School Rd	Construct intersection improvements	2010	RARF	-	1,205,000	3,667,000	4,872,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
CHN08-607	Chandler	Frye Rd: Consolidated Canal to Cooper Rd	Construct bridge over the Canal and extend Frye Rd to Cooper Rd	2010	Local	-	-	2,962,000	2,962,000	0.1	-	2	Project Changes: Year, Local Cost, Total Cost
CHN430-10ARW	Chandler	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Advance acquire right of way for roadway widening for reimbursement in 2021	2010	Local	-	-	2,628,000	2,628,000	2.0	2	6	Project Changes: Local Cost, Total Cost, Lanes Before
CHN420-10ARW	Chandler	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Advance acquire right of way for roadway widening	2010	Local	-	-	2,628,000	2,628,000	2.0	2	6	Project Changes: Work, Local Cost, Total Cost, Lanes Before
CHN240-10ARW	Chandler	Queen Creek Rd: McQueen Rd to Lindsay Rd	Advance acquire right of way for roadway widening	2010	Local	-	-	5,576,000	5,576,000	3.0	2	6	Project Changes: Work, Year, Local Cost, Total Cost, Lanes Before
CHN08-950	Chandler	Ray Rd at Alma School Rd	Construct intersection improvements	2010	RARF	-	1,492,000	5,248,000	6,740,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
CHN130-08C	Chandler	Ray Rd at Alma School Rd	Construct intersection improvements	2010	RARF	-	1,492,000	5,248,000	6,740,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
CHN260-09AD	Chandler	Ray Rd at Dobson Rd	Advanced design intersection improvement	2010	Local	-	-	1,103,000	1,103,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
CHN270-09ARW	Chandler	Ray Rd at McClintock Dr	Advance acquisition of right of way for intersection improvement	2010	Local	-	-	1,141,000	1,141,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
CHN110-09C2	Chandler	Chandler Blvd at Alma School Rd	Construct intersection improvements	2011	RARF	-	1,206,000	3,667,000	4,873,000	1	4	6	New Project in 2011
CHN240-11AC	Chandler	Queen Creek Rd: McQueen Rd to Lindsay Rd	Advance construct roadway widening	2011	Local	-	-	19,803,000	19,803,000	3.0	2	6	Project Changes: Year, Local Cost, Total Cost, Lanes Before
CHN12-905	Chandler	Kyrene Rd at Ray Rd	Advance Design Intersection Improvement	2012	Local	-	-	1,103,000	1,103,000	1	4	6	New Project in 2012
FTM08-902	Fort McDowell	Various Locations on Fort McDowell Yavapai Nation	Design and Pave dirt road	2008	Local	-	-	240,000	240,000	1.0	2	2	New Project in 2008



TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
FTM09-903	Fort McDowell	Various Locations on Fort McDowell Yavapai Nation	Pave dirt road	2009	CMAQ	475,000	-	30,000	505,000	2.5	2	2	New Project in 2009
FTM09-904	Fort McDowell	Various Locations on Fort McDowell Yavapai Nation	Design and Pave dirt road	2009	Local	-	-	240,000	240,000	2.0	2	2	New Project in 2009
FTM10-905	Fort McDowell	Various Locations on Fort McDowell Yavapai Nation	Design and Pave dirt road	2010	Local	-	-	240,000	240,000	2.0	2	2	New Project in 2010
FTH400-08D	Fountain Hills	Shea Blvd: Palisades Blvd to Saguaro Blvd	Design roadway widening	2008	RARF	-	809,000	347,000	1,156,000	-	-	-	Project Deleted from 2008
FTH400-09RW	Fountain Hills	Shea Blvd: Palisades Blvd to Saguaro Blvd	Acquire right of way for roadway widening	2009	RARF	-	1,445,000	619,000	2,064,000	-	-	-	Project Deleted from 2009
FTH09-906	Fountain Hills	Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	Design of roadway improvement	2009	RARF	-	288,000	124,000	412,000	1.0	4	5	New Project in 2009
FTH09-907	Fountain Hills	Shea Blvd: Technology Dr. to Cereus Wash	Design of roadway improvement	2009	RARF	-	181,000	78,000	259,000	1.0	5	6	New Project in 2009
FTH09-908	Fountain Hills	Shea Blvd: Technology Dr. to Cereus Wash	Acquisition of right of way for roadway improvement	2009	RARF	-	4,614,000	1,978,000	6,592,000	1.0	5	6	New Project in 2009
FTH400-10C	Fountain Hills	Shea Blvd: Palisades Blvd to Saguaro Blvd	Construct roadway widening	2010	RARF	-	3,525,000	1,509,000	5,034,000	2.8	4	6	Project Deleted from 2010
GLB420-11AD	Gilbert	Guadalupe at Power Rd.	Design intersection improvement (exchanged)	2008	Local	-	-	1,045,000	1,045,000	0.8	4	6	Project Deleted from TIP and Planned for 2016
GLB02-806	Gilbert	Ocotillo Rd: Higley Rd to Recker Rd	Construct new 4 lane roadway	2008	Private	-	-	5,600,000	5,600,000	1.0	2	4	Project Changes: Location, Year, Local Cost, Total Cost
GLB08-733D	Gilbert	Power Rd at Pecos: Intersection Improvement	Design intersection improvement	2008	RARF	-	595,000	510,000	1,105,000	0.8	-	6	Project Changes: Work, Regional Cost, Local Cost, Total Cost, Length, Lanes After
GLB00-712	Gilbert	Recker Rd: Baseline Rd to Houston Ave	Reconstruct roadway to add 2 through lanes in each direction	2008	Local	-	-	2,000,000	2,000,000	0.5	2	4	Project Changes: Local Cost, Total Cost
GLB08-730	Gilbert	Val Vista Dr: Warner Rd to Pecos Rd	Reimbursement for construction	2008	RARF	-	3,582,000	(3,582,000)	-	3.0	4	6	Project Deleted from 2008
GLB140-06D	Gilbert	Warner Rd at Cooper Rd	Design intersection improvements	2008	RARF	-	495,000	212,000	707,000	0.4	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
GLB140-07RW	Gilbert	Warner Rd at Cooper Rd	Acquire right of way for intersection improvement	2008	RARF	-	1,208,000	518,000	1,726,000	0.4	4	6	Project Changes: Regional Cost, Local Cost, Total Cost, Length
GLB140-08C	Gilbert	Warner Rd at Cooper Rd	Construct intersection improvements	2008	RARF	-	2,011,000	862,000	2,873,000	0.4	4	6	Project Changes: Regional Cost, Local Cost, Total Cost, Length
GLB03-903	Gilbert	Baseline Rd: Higley Rd to Power Rd	Reconstruct roadway to add 1 through lane in each direction	2009	Private	-	-	3,500,000	3,500,000	2.0	4	6	Project Changes: Year
GLB420-11ARW	Gilbert	Guadalupe at Power Rd.	Acquire right of way for intersection improvement (exchanged)	2009	Local	-	-	2,351,000	2,351,000	0.8	4	6	Project Deleted from TIP and Planned for 2017

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
GLB13-905	Gilbert	Guadalupe Rd, Higley Rd, Williams Field Rd	Gilbert ATMS Fiber East Ring Project - Phase I (Design)	2009	CMAQ	122,234	-	63,000	185,234	6.5	2	2	New Project in 2009
GLB09-910	Gilbert	Guadalupe Rd/Cooper Rd: Intersection Improvements	Construct intersection improvement	2009	None	-	1,878,000	805,000	2,683,000	-	-	-	New Project in 2009
GLB120-08D	Gilbert	Guadalupe Rd/Cooper Rd: Intersection Improvements	Design Intersection Improvement	2009	RARF	-	260,000	112,000	372,000	-	-	-	Project Changes: Location, Work, Year, Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
GLB120-08RW	Gilbert	Guadalupe Rd/Cooper Rd: Intersection Improvements	Acquire right of way for intersection improvement	2009	RARF	-	1,576,000	675,000	2,251,000	-	-	-	Project Changes: Location, Year, Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
GLB13-906	Gilbert	Higley Rd, Recker Rd, Guadalupe Rd, Elliot Rd, Warner Rd, Ray Rd, Williams Field Rd	Gilbert ATMS Fiber East Ring Project - Phase II (Design)	2009	CMAQ	122,234	-	63,000	185,234	9.5	-	3	New Project in 2009
GLB08-710	Gilbert	Higley Rd: Pecos Rd to Queen Creek Rd	Add 2 lanes in each direction	2009	Private	-	-	3,500,000	3,500,000	2.0	2	6	Project Changes: Year
GLB08-711	Gilbert	Higley Rd: Ray Rd to Williams Field Rd	Add 2 lanes in each direction	2009	Private	-	-	2,500,000	2,500,000	1.0	2	6	Project Changes: Year
GLB09-719	Gilbert	Lindsay Rd: Germann Rd to Queen Creek Rd	Add 1 lane in each direction	2009	Private	-	-	4,000,000	4,000,000	1.0	2	4	Project Changes: Local Cost, Total Cost
GLB99-257	Gilbert	Neely St: SPRR to SRP Western Canal	Construct new grade railroad crossing	2009	Local	-	-	3,000,000	3,000,000	0.5	-	2	Project Changes: Local Cost, Total Cost
GLB08-734RW	Gilbert	Power Rd at Pecos: Intersection Improvement	Acquire right of way for intersection improvement	2009	RARF	-	911,000	391,000	1,302,000	0.8	-	6	Project Changes: Work, Year, Regional Cost, Local Cost, Total Cost, Length, Lanes After
GLB08-735C	Gilbert	Power Rd at Pecos: Intersection Improvement	Construct intersection improvement	2009	Local	-	-	12,123,000	12,123,000	0.8	-	6	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost, Length, Lanes After
GLB09-725RW	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Acquire right of way for roadway widening	2009	RARF	-	2,627,000	1,126,000	3,753,000	2.5	2	6	Project Changes: Location, Work, Regional Cost, Local Cost, Total Cost, Length
GLB09-726C	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	2009	RARF	-	415,000	178,000	593,000	2.5	2	6	Project Changes: Location, Work, Regional Cost, Local Cost, Total Cost, Length
GLB400-11D	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Advance design of roadway widening	2009	RARF	-	1,018,000	436,000	1,454,000	2.5	2	6	Project Changes: Location, Work, Regional Cost, Local Cost, Total Cost, Length



TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
GLB09-721	Gilbert	Queen Creek Rd: Lindsay Rd to Val Vista Drive	Add 1 lane in each direction	2009	Private	-	-	1,500,000	1,500,000	1.0	2	4	Project Deleted from TIP and Planned for 2013
GLB08-715	Gilbert	Williams Field Rd: Gilbert Rd to SRP Canal	Add 2 lanes in each direction	2009	Private	-	-	3,000,000	3,000,000	1.5	2	6	Project Changes: Year, Local Cost, Total Cost
GLB08-716	Gilbert	Williams Field Rd: SRP Canal to Recker Rd	Add 2 lanes in each direction	2009	Private	-	-	4,500,000	4,500,000	3.5	2	6	Project Changes: Year, Local Cost, Total Cost
GLB03-904	Gilbert	Elliot Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lanes in each direction	2010	Private	-	-	4,000,000	4,000,000	1.0	2	4	Project Changes: Work, Year, Local Cost, Total Cost
GLB10-732	Gilbert	Germann Rd: Gilbert Rd to Val Vista Rd	Acquire right of way for roadway widening	2010	Local	-	-	1,655,000	1,655,000	2.0	2	6	Project Deleted from TIP and Planned for 2013
GLB10-733	Gilbert	Germann Rd: Val Vista Dr to Higley	Acquire right of way for roadway widening	2010	Local	-	-	2,353,000	2,353,000	1.0	2	6	Project Deleted from TIP and Planned for 2013
GLB09-718	Gilbert	Greenfield Rd: Germann Rd to Pecos Rd	Add 1 lane in each direction	2010	Private	-	-	4,000,000	4,000,000	1.0	2	4	Project Changes: Year, Local Cost, Total Cost
GLB10-730C	Gilbert	Guadalupe at Power Rd.	Construct intersection improvement (exchanged)	2010	RARF	-	3,582,000	7,501,000	11,083,000	0.8	4	6	Project Deleted from TIP and Planned for 2018
GLB310-10AD	Gilbert	Guadalupe Rd at Val Vista Dr	Advance design intersection improvement for reimbursement in 2016	2010	Local	-	-	326,000	326,000	0.8	4	6	Project Deleted from TIP and Planned for 2016
GLB05-108	Gilbert	Higley Rd: Warner Rd to Ray Rd	Reconstruct roadway to add 2 through lanes in each direction	2010	Private	-	-	2,500,000	2,500,000	1.0	2	6	Project Changes: Year
GLB04-105	Gilbert	Pecos Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 1 through lane in each direction	2010	Private	-	-	2,000,000	2,000,000	1.0	2	4	Project Changes: Year, Local Cost, Total Cost
GLB10-731C	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	2010	RARF	-	6,316,000	2,707,000	9,023,000	2.5	2	6	Project Changes: Location, Work, Regional Cost, Local Cost, Total Cost, Length
GLB08-712	Gilbert	Ray Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	2010	Private	-	-	3,000,000	3,000,000	2.0	2	6	Project Changes: Location, Year
GLB01-719	Gilbert	Recker Rd: Queen Creek Rd to Ocotillo Rd	Construct new 2 lane roadway	2010	Private	-	-	1,300,000	1,300,000	1.0	-	2	Project Changes: Work, Year
GLB09-722	Gilbert	Recker Rd: Williams Field to Pecos Rd	Add 1 lane in each direction	2010	Private	-	-	2,000,000	2,000,000	1.0	2	4	Project Changes: Location, Year
GLB09-723	Gilbert	Riggs Rd: Greenfield Rd to Higley Rd	Add 2 lanes in each direction	2010	Private	-	-	4,500,000	4,500,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost
GLB08-713	Gilbert	Val Vista Dr: Germann Rd to Queen Creek Rd	Add 2 lanes in each direction	2010	Private	-	-	3,000,000	3,000,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost
GLB09-724	Gilbert	Val Vista Dr: Ocotillo Rd to Queen Creek Rd	Add 2 lanes in each direction	2010	Private	-	-	3,000,000	3,000,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost
GLB08-714	Gilbert	Warner Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	2010	Private	-	-	3,000,000	3,000,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
GLB03-910	Gilbert	Warner Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lanes in each direction	2010	Private	-	-	4,000,000	4,000,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost
GLB09-720	Gilbert	Lindsay Rd: Pecos Rd to Germann Rd	Add 1 lane in each direction	2011	Private	-	-	2,500,000	2,500,000	1.0	2	4	Project Changes: Year, Local Cost, Total Cost
GLB11-812D	Gilbert	Queen Creek Rd: Greenfield to Higley	Advance design roadway widening	2011	RARF	-	587,000	477,000	1,064,000	1.0	2	6	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost, Lanes After
GLB09-729	Gilbert	Queen Creek Rd: Lindsay Rd to Val Vista Drive	Advance design roadway widening	2011	RARF	-	262,000	113,000	375,000	1.0	2	4	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost
GLB11-811D	Gilbert	Queen Creek Rd: Val Vista to Greenfield	Advance design roadway widening	2011	RARF	-	391,000	214,000	605,000	1.0	2	4	Project Changes: Work, Year, Regional Cost, Local Cost, Total Cost
GLB02-808	Gilbert	Recker Rd: Elliot Rd to Warner Rd	Reconstruct roadway to add 1 through lane in each direction	2011	Private	-	-	4,000,000	4,000,000	1.0	2	4	Project Changes: Year, Local Cost, Total Cost
GLB05-113	Gilbert	Warner Rd: Claiborne Rd to Higley Rd	Reconstruct roadway to add 2 through lanes in each direction	2011	Private	-	-	1,500,000	1,500,000	0.4	2	6	Project Changes: Year, Local Cost, Total Cost
GLB09-727	Gilbert	Germann Rd: Gilbert Rd to Val Vista Dr	Design roadway widening	2012	Local	-	-	1,121,000	1,121,000	2.0	2	6	Project Changes: Year, Local Cost, Total Cost
GLB09-728	Gilbert	Germann Rd: Val Vista Dr to Higley	Design roadway widening	2012	Local	-	-	1,609,000	1,609,000	2.0	2	6	Project Changes: Year, Local Cost, Total Cost, Length
GLB12-817AW	Gilbert	Queen Creek Rd: Greenfield to Higley	Advance acquire right of way for roadway widening	2012	RARF	-	4,297,000	4,193,000	8,490,000	1.0	2	4	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost
GLB10-734	Gilbert	Queen Creek Rd: Lindsay Rd to Val Vista Drive	Advance acquire right of way for roadway widening	2012	RARF	-	1,314,000	563,000	1,877,000	1.0	2	4	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost
GLB12-816AW	Gilbert	Queen Creek Rd: Val Vista to Greenfield	Advance acquire right of way for roadway widening	2012	RARF	-	2,794,000	1,698,000	4,492,000	1.0	2	4	Project Changes: Work, Year, Regional Cost, Local Cost, Total Cost
GLB12-818D	Gilbert	Warner Rd at Greenfield Rd	Design intersection improvement	2012	RARF	-	328,000	140,000	468,000	0.8	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
GLN08-602	Glendale	59th Ave: Bell Rd to Union Hills Dr	Widen roadway to provide additional lanes	2008	Local	-	-	1,000,000	1,000,000	1.0	4	5	Project Deleted from 2008
GLN08-603	Glendale	59th Ave: Olive Ave to Brown St	Widen roadway to add medians and stripe for 5 lanes	2008	Local	-	-	1,000,000	1,000,000	0.5	4	5	Project Changes: Year
GLN07-601	Glendale	Bethany Home Rd: 91st to 83rd Aves	Construct new 4 lane roadway when property develops.	2008	Local	-	-	2,000,000	2,000,000	1.0	-	4	Project Deleted from TIP and Planned for 2013

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
GLN08-611	Glendale	Old Roma Alley	Design and construct pedestrian enhancements and landscape	2008	STP-TEA	500,000	-	256,982	756,982	0.1	1	1	Project Changes: Lanes Before, Lanes After
GLN04-316	Glendale	43rd Ave at Peoria Ave	Design and construct gateway facility	2009	STP-TEA	336,826	-	283,500	620,326	0.2	5	5	Project Changes: Lanes Before, Lanes After
GLN13-903	Glendale	Olive Ave: 67th Ave to 59th ave	ITS Fiber and 1 CCTV Camera	2009	CMAQ	449,149	-	\$ 219,493	668,642	1.0	-	5	New Project in 2009
GLN07-311	Glendale	Alley 250 ft north of Glendale Ave: 58th Ave to 57th Dr	Design and construct alley improvements and pedestrian walkway	2010	CMAQ	75,000	-	75,000	150,000	0.1	1	1	Project Changes: Lanes Before, Lanes After
GLN11-704	Glendale	Maryland Avenue: 67th-69th & 79th-83rd Avenues	Spot Improvements on Maryland Avenue for Bike Lanes	2011	STP-TEA	166,039	-	10,037	176,076	-	-	-	New Project in 2011
GDY08-917	Goodyear	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt roads	2008	Local	-	-	500,000	500,000	2.0	2	2	New Project in 2008
GDY07-705	Goodyear	Litchfield Rd at Yuma Rd	Improve intersection including right-turn lanes, dual left-turn lanes and bus bay	2009	Local	-	-	1,750,000	1,750,000	-	-	-	Project Changes: Year
GDY09-901	Goodyear	Van Buren - 161st Avenue to Sanval	Street Improvement - Add second west bound lane	2009	Local	-	-	480,000	480,000	-	-	-	New Project in 2009
GDY13-902	Goodyear	Various locations	Purchase Dynamic Message Signs	2009	CMAQ	166,304	-	200,000	366,304	4.8	6	6	New Project in 2009
GDY09-918	Goodyear	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt roads	2009	Local	-	-	500,000	500,000	2.0	2	2	New Project in 2009
GDY08-710	Goodyear	Yuma Rd: Litchfield Rd to Estrella Pkwy	Reconstruct road from 2 to 6 lanes with curb, gutter, landscaped median, and bridge at Bullard Wash	2009	Local	-	-	21,000,000	21,000,000	2.0	2	6	Project Changes: Year, Local Cost, Total Cost
GDL04-201	Guadalupe	8413 S Avenida Del Yaqui	Install emergency signal device at fire station	2009	STP-MAG	47,000	-	3,000	50,000	0.1	2	2	Project Changes: Year
MAG09-801	MAG	Regionwide	Traffic signal optimization program	2009	CMAQ	294,908	-	18,092	313,000	-	-	-	New Project in 2009
MMA320-08AC1	MAG/Multi-Agency	El Mirage Rd: Beardsley Rd to Loop 303 (Estrella Fwy)	Advance construct roadway widening for reimbursement in 2017	2008	Local	-	-	85,000	85,000	6.0	-	6	Project Deleted from 2008
MMA310-07AD	MAG/Multi-Agency	El Mirage Rd: Bell Rd to Beardsley Rd	Advance design for reimbursement in 2016	2008	Local	-	-	124,000	124,000	6.0	2	6	Project Deleted from 2008
MMA08-812	MAG/Multi-Agency	McKellips Road Bridge over the Salt River	Advance Pre Design Bridge, reimbursement in 2015	2008	Local	-	-	814,000	814,000	0.5	-	6	Project Deleted from 2008
MMA120-08RW1	MAG/Multi-Agency	Northern Pkwy: Dysart Rd to SR-303	Acquire right-of-way for roadway widening	2008	STP-MAG	16,084,000	-	7,129,000	23,213,000	4.5	3	6	Project Deleted from 2008
MMA120-06D	MAG/Multi-Agency	Northern Pkwy: US-60 (Grand Ave) to SR-303	Pre-design and design of roadway widening	2008	STP-MAG	3,582,000	-	1,535,000	5,117,000	12.0	3	6	Project Deleted from 2008
MMA09-815	MAG/Multi-Agency	Dobson Road Bridge over the Salt River	Design Bridge	2009	Local	-	-	1,073,000	1,073,000	1.0	-	4	Project Deleted from TIP and Planned for 2013

TIP/DN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MMA310-09AC1	MAG/Multi-Agency	El Mirage Rd: Bell Rd to Beardsley Rd	Advance construct roadway widening for reimbursement in 2017	2009	Local	-	-	134,000	134,000	6.0	2	6	Project Deleted from 2009
MMA09-816	MAG/Multi-Agency	Gilbert Road Bridge over the Salt River	Advance Design Bridge, reimbursement in 2015	2009	Local	-	-	1,073,000	1,073,000	1.0	-	6	Project Deleted from TIP and Planned for 2013
MMA09-818	MAG/Multi-Agency	McKellips Rd: SR-101L to SRP-MIC/Alma School	Design roadway widening, reimbursement in 2013	2009	Local	-	-	713,000	713,000	2.0	4	6	Project Deleted from TIP and Planned for 2013
MMA120-09C1	MAG/Multi-Agency	Northern Pkwy: Dysart Rd to SR-303	Construct roadway	2009	STP-MAG	13,114,000	-	5,452,000	18,566,000	4.5	2	6	Project Deleted from 2009
MMA10-816	MAG/Multi-Agency	Dobson Road Bridge over the Salt River	Purchase necessary right of way for Bridge	2010	RARF	-	12,090,000	5,181,000	17,271,000	1.0	-	4	Project Deleted from TIP and Planned for 2013
MMA310-10AC2	MAG/Multi-Agency	El Mirage Rd: Bell Rd to Beardsley Rd	Advance construct roadway widening for reimbursement in 2017	2010	Local	-	-	9,856,000	9,856,000	6.0	2	6	Project Deleted from 2010
MMA10-817	MAG/Multi-Agency	McKellips Rd: SR-101L to SRP-MIC/Alma School	Purchase necessary right of way for roadway widening, reimbursement in 2014	2010	Local	-	-	1,076,000	1,076,000	2.0	4	6	Project Deleted from TIP and Planned for 2014
MMA10-818	MAG/Multi-Agency	McKellips Road Bridge over the Salt River	Advance purchase necessary right of way for Bridge, reimbursement in 2015	2010	Local	-	-	3,723,000	3,723,000	0.5	-	6	Project Deleted from TIP and Planned for 2013
MMA120-09C2	MAG/Multi-Agency	Northern Pkwy: Dysart Rd to SR-303	Construct roadway	2010	STP-MAG	6,216,000	-	2,672,000	8,888,000	4.5	2	6	Project Deleted from 2010
MMA120-09RW2	MAG/Multi-Agency	Northern Pkwy: US-60 (Grand Ave) to Dysart Rd	Protect right of way and construct interim median	2010	STP-MAG	6,877,000	-	3,207,000	10,084,000	8.0	3	6	Project Deleted from 2010
MMA08-801	Maricopa County	16th St: 3400' S of Carefree Hwy to Carefree Hwy	Construct new 2 lane roadway	2008	Private	-	-	2,400,000	2,400,000	0.6	-	2	Project Deleted from 2008
MMA08-810	Maricopa County	Dobson Road Bridge over the Salt River	Pre Design Bridge	2008	Local	-	-	844,000	844,000	-	-	4	Project Changes: Agency, Local Cost, Total Cost, Length
MMA08-931	Maricopa County	El Mirage Rd: Bell Rd to South of Beardsley Rd	Advance design of roadway widening	2008	Local	-	-	214,000	214,000	4.0	-	6	New Project in 2008
MMA08-936	Maricopa County	El Mirage Rd: Thunderbird to Northern Ave.	Advanced Pre-design/Study	2008	Local	-	-	30,000	30,000	4.0	4	6	New Project in 2008
MMA08-939	Maricopa County	El Mirage Rd: Deer Valley Drive to L303	Advance design of roadway widening	2008	Local	-	-	1,399,000	1,399,000	4.0	-	6	New Project in 2008
MMA08-811	Maricopa County	Gilbert Road Bridge over the Salt River	Advance Pre Design Bridge	2008	Local	-	-	844,000	844,000	1.6	6	6	Project Changes: Agency, Work, Local Cost, Total Cost, Length, Lanes Before
MMA08-813	Maricopa County	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Pre Design Roadway	2008	Local	-	-	622,000	622,000	2.0	4	6	Project Changes: Agency, Location, Local Cost, Total Cost
MMA09-817	Maricopa County	McKellips Road Bridge over the Salt River	Advance Design Bridge	2008	Local	-	-	1,112,000	1,112,000	0.7	4	6	Project Changes: Agency, Work, Year, Local Cost, Total Cost, Length, Lanes Before

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MMA08-919	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Advance Acquisition of right-of-way for roadway widening and intersection improvements	2008	Local	-	-	369,000	369,000	12.5	4	6	New Project in 2008
MMA05-214	Maricopa County	PM-10 Roads various locations	Pave dirt roads (FY 2005)	2008	CMAQ	1,000,000	-	1,995,000	2,995,000	4.4	2	2	Project Changes: Location, Local Cost, Total Cost
MMA06-208R	Maricopa County	PM-10 roads various locations	Pave dirt roads (FY 2006)	2008	CMAQ	1,000,000	-	1,000,000	2,000,000	5.0	2	2	Project Changes: Length
MMA210-07AC	Maricopa County	Power Rd: Baseline Rd to East Maricopa Floodway	Construct roadway widening	2008	RARF	-	2,441,000	1,046,000	3,487,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MMA210-07D	Maricopa County	Power Rd: Baseline Rd to East Maricopa Floodway	Design of roadway widening	2008	RARF	-	251,000	108,000	359,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MMA11-719	Maricopa County	Deer Valley Rd: El Mirage Rd to Lake Pleasant Rd	Construct new bridge and road across the Agua Fria River	2009	Local	-	-	676,000	676,000	1.8	-	4	Project Changes: Year, Local Cost, Total Cost
MMA09-902	Maricopa County	El Mirage Rd: Beardsley Rd to Loop 303 Phase A	Widen Roadway to four lanes	2009	Local	-	-	10,445,000	10,445,000	0.5	2	4	New Project in 2009
MMA09-932	Maricopa County	El Mirage Rd: Bell Rd to South of Beardsley Rd	Advance design of roadway widening	2009	Local	-	-	214,000	214,000	4.0	-	6	New Project in 2009
MMA08-815	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2009	RARF	-	429,000	184,000	613,000	2.0	4	6	Project Changes: Work, Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
MMA09-820	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2009	RARF	-	680,000	291,000	971,000	4.0	4	6	Project Changes: Work, Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
MMA09-935	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way	2009	Local	-	-	1,819,000	1,819,000	2.0	4	6	New Project in 2009
MMA09-937	Maricopa County	El Mirage Rd: Thunderbird to Northern Ave.	Pre-design/Study	2009	Local	-	-	187,000	187,000	4.0	4	6	New Project in 2009
MMA09-940	Maricopa County	El Mirage Rd: Deer Valley Drive to L303	Advance construct roadway widening	2009	Local	-	-	12,490,000	12,490,000	4.0	-	6	New Project in 2009
MMA08-716	Maricopa County	Gavilan Peak Pkwy: North Valley Pkwy to Joy Ranch Rd	Construct new 2 lane roadway	2009	Local	-	-	11,300,000	11,300,000	2.0	-	2	Project Changes: Year, Local Cost, Total Cost
MMA09-901	Maricopa County	Low Volume Road Project	Pave Dirt Roads	2009	Local	-	-	4,075,000	4,075,000	5.0	2	2	New Project in 2009
MMA09-609	Maricopa County	Maricopa County CDBG projects: City and town streets, pilot program	Projects to be selected each year	2009	Local	-	-	500,000	500,000	-	-	-	Project Deleted from 2009
MMA03-912	Maricopa County	MC-85: Cotton Ln to Estrella Pkwy	Widen roadway from 2 to 4 lanes	2009	Local	-	-	10,460,000	10,460,000	2.0	2	4	Project Changes: Year, Local Cost, Total Cost
MMA06-604	Maricopa County	MC-85: Turner Rd to SR-85	Construct new 2 lane roadway (interim)	2009	Local	-	-	575,000	575,000	1.0	-	2	Project Changes: Year, Local Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MMA09-913	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening and intersection improvements	2009	STP-MAG	261,000	-	112,000	373,000	12.5	4	6	New Project in 2009
MMA09-916	Maricopa County	Northern Parkway: Sarival to Dysart	Acquisition of right-of-way for roadway widening	2009	STP-MAG	16,485,000	-	7,066,000	23,551,000	4.0	2	4	New Project in 2009
MMA210-07ACX	Maricopa County	Power Rd: Baseline Rd to East Maricopa Floodway	Construct roadway widening	2009	RARF	-	2,441,000	1,046,000	3,487,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MMA06-215	Maricopa County	Queen Creek Rd: Arizona Ave to McQueen Rd	Widen roadway from 2 to 4 lanes	2009	Local	-	-	2,525,000	2,525,000	1.0	2	4	Project Changes: Year, Local Cost, Total Cost
MMA10-814	Maricopa County	99th Ave: Olive Ave to Bell Rd	Install conduit and fiber-optic cable to connect existing and planned ITS field devices	2010	Local	-	-	657,038	657,038	5.0	4	4	Project Deleted from 2010
MMA10-615	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way	2010	RARF	-	600,000	1,219,000	1,819,000	2.0	4	6	Project Changes: Work, Regional Cost, Local Cost, Total Cost, Lanes Before, Lanes After
MMA10-616	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2010	RARF	-	207,000	622,000	829,000	2.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost, Lanes Before, Lanes After
MMA10-617	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2010	RARF	-	340,000	146,000	486,000	2.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost, Lanes Before, Lanes After
MMA10-612	Maricopa County	Maricopa County CDBG projects: City and town streets, pilot program	Projects to be selected each year	2010	Local	-	-	500,000	500,000	-	-	-	Project Deleted from 2010
MMA08-605	Maricopa County	MC-85: 91st Ave to 75th Ave	Widen roadway from 4 to 6 lanes, plus a raised median	2010	Local	-	-	29,848,000	29,848,000	2.0	4	6	Project Changes: Year, Local Cost, Total Cost
MMA11-933	Maricopa County	El Mirage Rd: South of Beardsley Rd to Deer Valley Rd	Advance Construct roadway widening	2011	Local	-	-	5,184,000	5,184,000	4	0	6	New Project in 2011
MMA11-915	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening and intersection improvements	2011	STP-MAG	1,887,000	-	809,000	2,696,000	12.5	4	6	New Project in 2011
MMA11-922	Maricopa County	Northern Parkway: Dysart to 111th	Advanced Acquisition of right-of-way for roadway widening	2011	Local	-	-	11,509,000	11,509,000	2.5	2	4	New Project in 2011
MMA11-923	Maricopa County	Northern Parkway: Dysart to 111th	Advanced Design of roadway widening	2011	Local	-	-	1,140,000	1,140,000	2.5	2	4	New Project in 2011
MMA11-927	Maricopa County	Northern Parkway: Sarival Overpass	Advanced Design of roadway widening	2011	Local	-	-	1,037,000	1,037,000	0	0	4	New Project in 2011
MMA11-929	Maricopa County	Northern Parkway: Sarival to Dysart	Advanced Construction of roadway widening	2011	Local	-	-	41,367,000	41,367,000	4	2	4	New Project in 2011



TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MMA10-813	Maricopa County	7th St. Carefree Hwy to Desert Hills Dr	Widen roadway from 2 to 4 lanes	2012	Local	-	-	12,445,000	12,445,000	3.0	2	4	Project Changes: Year, Local Cost, Total Cost
MMA12-934	Maricopa County	El Mirage Rd: South of Beardsley Rd to Deer Valley Rd	Advance Construct roadway widening	2012	Local	-	-	5,184,000	5,184,000	4	0	6	New Project in 2012
MMA12-920	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Advance Acquisition of right-of-way for roadway widening and intersection improvements	2012	Local	-	-	1,270,000	1,270,000	12.5	4	6	New Project in 2012
MMA12-925	Maricopa County	Northern Parkway: Reems Overpass	Advanced Design of intersection improvements	2012	Local	-	-	830,000	830,000	0	0	4	New Project in 2012
MMA12-928	Maricopa County	Northern Parkway: Sarival Overpass	Advanced Construction of roadway widening	2012	Local	-	-	12,753,000	12,753,000	0	0	4	New Project in 2012
MES100-06P	Mesa	Broadway Rd: Dobson Rd to Country Club Dr	Pre-Design Roadway	2008	RARF	-	285,495	122,355	407,851	2.0	-	-	Project Changes: Regional Cost, Local Cost, Total Cost
MES300-08AD	Mesa	Country Club at University	Advance design of intersection improvement	2008	Local	-	-	95,000	95,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
MES110-07D	Mesa	Dobson Rd at Guadalupe Rd	Pre-design intersection improvements	2008	RARF	-	75,000	32,000	107,000	1.0	4	5	Project Changes: Regional Cost, Local Cost, Total Cost
MES110-08D	Mesa	Dobson Rd at Guadalupe Rd	Design intersection improvements	2008	RARF	-	75,000	133,000	208,000	1.0	4	5	Project Changes: Regional Cost, Local Cost, Total Cost
MES08-802	Mesa	Elliot Rd: Signal Butte Rd to Mountain Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	2008	Private	-	-	2,000,000	2,000,000	0.5	4	6	Project Changes: Lanes Before, Lanes After
MES120-06D	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Design Roadway	2008	RARF	-	470,570	201,673	672,243	1	0	0	Project Changes: Regional Cost, Local Cost, Total Cost
MES131-08D	Mesa	McKellips Rd at Lindsay Rd	Pre-design & Design intersection improvements	2008	RARF	-	418,000	179,000	597,000	0.5	4	6	Project Changes: Work, Regional Cost, Local Cost, Total Cost
MES150-07P	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Pre-design roadway widening	2008	RARF	-	225,000	96,000	321,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES180-07D	Mesa	Southern Ave: Country Club Dr to Stapley Dr	Design roadway widening	2008	RARF	-	119,000	52,000	171,000	0.5	4	6	Project Deleted from 2008
MES100-06D	Mesa	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	2009	RARF	-	726,000	311,000	1,037,000	2.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES100-07RW	Mesa	Broadway Rd: Dobson Rd to Country Club Dr	Acquire right of way for roadway widening	2009	RARF	-	1,075,000	3,453,000	4,528,000	2.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES300-08ARW	Mesa	Country Club at University	Advance acquisition of right of way for intersection improvement	2009	Local	-	-	4,217,000	4,217,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
MES110-08RW	Mesa	Dobson Rd at Guadalupe Rd	Acquire right of way for intersection improvement	2009	RARF	-	514,000	309,000	823,000	1.0	4	5	Project Changes: Regional Cost, Local Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MES310-09AD	Mesa	Dobson Rd at University Dr	Advance design intersection improvement for reimbursement	2009	Local	-	-	642,000	642,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
MES08-801	Mesa	Elliot Rd: Hawes Rd to Loop 202 (Santan Fwy)	Widen roadway to add 2 through lanes in each direction and a center turn lane	2009	Private	-	-	2,800,000	2,800,000	0.5	2	6	Project Changes: Year
MES08-804	Mesa	Ellsworth Rd: McKellips Rd to McLellan Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	2009	Private	-	-	2,000,000	2,000,000	0.5	2	4	Project Changes: Year
MES450-07AC	Mesa	Gilbert Rd at University Dr	Advance construct intersection improvement for reimbursement in 2021	2009	Local	-	-	12,407,000	12,407,000	1.0	4	6	Project Changes: Local Cost, Total Cost
MES120-07RW	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Acquire right of way for roadway widening	2009	RARF	-	618,000	265,000	883,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES08-805	Mesa	Hawes Rd: Elliot Rd to Paloma Ave alignment	Widen roadway to add 2 through lanes in each direction and a center turn lane	2009	Private	-	-	2,800,000	2,800,000	0.5	2	6	Project Changes: Year
MES465-08AD	Mesa	Hawes Rd: Santan Fwy to Ray Rd	Advance design roadway widening	2009	Local	-	-	400,000	400,000	0.8	-	2	Project Changes: Work, Local Cost, Total Cost
MES131-09RW	Mesa	McKellips Rd at Lindsay Rd	Acquire right of way for intersection improvement	2009	RARF	-	1,582,000	946,000	2,528,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES09-911	Mesa	Mesa Dr at Broadway Rd	Pre-design intersection improvement	2009	RARF	-	150,000	90,000	240,000	1.0	4	6	New Project in 2009
MES150-08D	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	2009	RARF	-	1,126,000	483,000	1,609,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES150-09RW	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquire right of way for roadway widening	2009	RARF	-	2,144,000	2,657,000	4,801,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES240-06AD	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Pre-design and Design roadway widening	2009	RARF	-	1,468,000	629,000	2,097,000	3.5	4	6	Project Changes: Location, Work, Year, Regional Cost, Local Cost, Total Cost
MES240-07ARW	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Acquire right of way for roadway widening	2009	RARF	-	1,983,000	1,157,000	3,140,000	3.5	4	6	Project Changes: Location, Regional Cost, Local Cost, Total Cost
MES240-09AC	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Construct roadway widening	2009	RARF	-	6,641,000	4,273,000	10,914,000	3.5	4	6	Project Changes: Location, Regional Cost, Local Cost, Total Cost
MES485-06ARW	Mesa	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance acquire right of way for roadway widening	2009	Local	-	-	600,000	600,000	2.0	2	6	Project Changes: Work, Local Cost, Total Cost
MES485-09AD	Mesa	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance design roadway widening	2009	Local	-	-	600,000	600,000	2.0	2	6	Project Changes: Work, Local Cost, Total Cost
MES07-315	Mesa	Southern Ave at Country Club Dr	Add 1 right turn lane and three bus pullouts.	2009	CMAQ	910,000	-	3,437,000	4,347,000	0.5	6	6	Project Changes: Work Description



TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MES181-09D	Mesa	Southern Ave at Country Club Dr	Design intersection improvements	2009	RARF	-	307,000	173,000	480,000	0.5	6	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES186-09D	Mesa	Southern Ave at Lindsay Rd	Design intersection improvements	2009	RARF	-	315,000	171,000	486,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES183-09D	Mesa	Southern Ave at Stapley Dr	Design intersection improvements	2009	RARF	-	1,221,000	731,000	1,952,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES190-07D	Mesa	Thomas Rd: Gilbert Rd to Val Vista Dr	Design roadway widening	2009	RARF	-	370,000	160,000	530,000	2.0	-	2	Project Changes: Regional Cost, Local Cost, Total Cost
MES190-08RW	Mesa	Thomas Rd: Gilbert Rd to Val Vista Dr	Acquire right of way for roadway widening	2009	RARF	-	1,376,000	590,000	1,966,000	2.0	-	2	Project Changes: Regional Cost, Local Cost, Total Cost
MES09-607	Mesa	Various locations	Upgrade TMC equipment and purchase central components, field cameras and VMS	2009	CMAQ	396,600	-	169,950	566,550	-	-	-	Project Changes: Lanes Before, Lanes After
MES100-08C	Mesa	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2010	RARF	-	5,305,000	7,927,000	13,232,000	2.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES400-10AD	Mesa	Country Club at Brown Rd	Advance design intersection improvement	2010	Local	-	-	465,000	465,000	1.0	4	6	Project Changes: Location, Work, Local Cost, Total Cost
MES300-09AC	Mesa	Country Club at University	Advance construction of intersection improvement	2010	Local	-	-	4,388,000	4,388,000	1.0	4	6	Project Changes: Work, Year, Local Cost, Total Cost
MES110-09C	Mesa	Dobson Rd at Guadalupe Rd	Construct intersection improvements	2010	RARF	-	2,092,000	2,698,000	4,790,000	1.0	4	5	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES310-10ARW	Mesa	Dobson Rd at University Dr	Advance acquire right of way for intersection improvement	2010	Local	-	-	2,023,000	2,023,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
MES08-803	Mesa	Ellsworth Rd at Pecos Rd	Widen intersection along all four legs to add 2 through lanes in each direction and center turn lanes	2010	Private	-	-	3,200,000	3,200,000	0.3	2	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES120-08C	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Construct roadway widening	2010	RARF	-	4,086,000	2,528,000	6,614,000	1.0	4	6	Project Changes: Work, Year, Local Cost, Total Cost
MES465-09ARW	Mesa	Hawes Rd: Santan Fwy to Ray Rd	Advance acquire right of way for roadway widening	2010	Local	-	-	2,520,000	2,520,000	0.8	-	2	Project Changes: Work, Local Cost, Total Cost
MES465-10AC	Mesa	Hawes Rd: Santan Fwy to Ray Rd	Advance construct roadway widening	2010	Local	-	-	1,546,000	1,546,000	0.8	-	2	Project Changes: Work, Local Cost, Total Cost
MES470-10AD	Mesa	Lindsay Rd at Brown Rd	Advance design intersection improvement	2010	Local	-	-	464,000	464,000	0.5	4	6	Project Changes: Work, Local Cost, Total Cost
MES131-10C	Mesa	McKellips Rd at Lindsay Rd	Construct intersection improvements	2010	RARF	-	4,278,000	2,936,000	7,214,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MES08-806	Mesa	McKellips Rd: Hawes Rd to Ellsworth Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	2010	Private	-	-	2,000,000	2,000,000	1.0	2	4	Project Changes: Year
MES151-09D	Mesa	Mesa Dr at Broadway Rd	Design intersection improvements	2010	RARF	-	701,000	559,000	1,260,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES150-10C	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	2010	RARF	-	4,879,000	8,983,000	13,862,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES485-07AC	Mesa	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance construct roadway widening	2010	Local	-	-	8,191,000	8,191,000	2.0	2	6	Project Changes: Work, Local Cost, Total Cost
MES07-314	Mesa	South Canal: Val Vista Dr to Greenfield Rd	Construct multi-use path. Development of multi-use path system (MUP). This project is part of the recommendations outlined by the Parks and Recreation Master Plan 2025, adopted by the City Council and Mesa Residents in 2002.	2010	CMAQ	541,800	-	232,200	774,000	1.3	2	2	Project Changes: Work Description
MES181-10RW	Mesa	Southern Ave at Country Club Dr	Acquire right of way for intersection improvement	2010	RARF	-	1,501,000	1,019,000	2,520,000	0.5	6	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES186-10RW	Mesa	Southern Ave at Lindsay Rd	Acquire right of way for intersection improvement	2010	RARF	-	1,168,000	795,000	1,963,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES183-10RW	Mesa	Southern Ave at Stapley Dr	Acquire right of way for intersection improvement	2010	RARF	-	3,003,000	2,038,000	5,041,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES490-09AD	Mesa	Stapley Dr at University Dr	Advance pre-design & design intersection improvement for reimbursement in 2025	2010	Local	-	-	673,000	673,000	0.5	4	6	Project Changes: Work, Local Cost, Total Cost
MES190-09C	Mesa	Thomas Rd: Gilbert Rd to Val Vista Dr	Construct roadway widening	2010	RARF	-	3,766,000	1,691,000	5,457,000	2.0	-	2	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES310-10AD	Mesa	Val Vista Dr: Baseline Rd to Southern Ave	Advance design roadway widening	2010	Local	-	-	901,000	901,000	0.5	4	6	Project Changes: Work, Local Cost, Total Cost, Length, Lanes Before, Lanes After
MES10-810	Mesa	Baseline Rd, Southern Ave, Dobson and Alma School Rds	Establish fiber optic link with arterial streets near US-60 (Superstition Fwy)	2011	CMAQ	709,973	-	1,893,027	2,603,000	12.5	6	6	Project Changes: Year
MES151-10RW	Mesa	Mesa Dr at Broadway Rd	Acquire right of way for intersection improvement	2011	Local	-	-	13,232,000	13,232,000	1.0	4	6	Project Changes: Year, Fund Type, Regional Cost, Local Cost, Total Cost
PEO06-202C	Peoria	91st Ave at Olive Ave	Construct intersection project	2008	CMAQ	800,000	-	2,100,000	2,900,000	0.2	4	6	Project Changes: Lanes Before, Lanes After

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
PEO100-07AC1	Peoria	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Advance construct Beardsley Road extension and bridge over New River	2008	Local	-	-	17,732,000	17,732,000	2.0	-	4	Project Changes: Location, Work, Local Cost, Total Cost
PEO08-906	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advanced Acquire right of way for roadway widening	2008	Local	-	-	6,304,000	6,304,000	-	-	6	New Project in 2008
PEO08-907	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advance construct roadway from 83rd Avenue to 67th Avenue, including bridge over New River, for reimbursement in 2022.	2008	Local	-	-	9,700,000	9,700,000	-	-	6	New Project in 2008
PEO08-908	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advance design roadway widening for the north half street	2008	Local	-	-	-	-	-	-	6	New Project in 2008
PEO200-06AC	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd	Advance construct roadway widening for reimbursement in 2024	2008	Local	-	-	15,463,000	15,463,000	3.0	-	2	Project Deleted from 2008
PEO07-312	Peoria	Skunk Creek Corridor: 75th Ave to New River confluence (follows Greenway Ave)	Develop multi-use path	2008	CMAQ	900,000	-	450,000	1,350,000	-	-	-	Project Changes: Length, Lanes Before, Lanes After
PEO08-603	Peoria	Traffic Management Center	Implement Traffic Management Center	2008	CMAQ	990,200	-	424,350	1,414,550	-	-	-	Project Changes: Work Description
PEO09-716	Peoria	83rd Ave at Deer Valley Rd	Widen intersection for right and left turn lanes	2009	Local	-	-	2,100,000	2,100,000	0.2	4	4	Project Changes: Work, Local Cost, Total Cost, Lanes After
PEO09-717	Peoria	83rd Ave: Hatfield to Happy Valley	Widen roadway to add 1 through lane in each direction	2009	Local	-	-	3,000,000	3,000,000	1.0	2	4	Project Changes: Location, Local Cost, Total Cost, Lanes Before, Lanes After
PEO08-707	Peoria	83rd Ave:William to Calle Lejos	Widen roadway to add 1 through lane in each direction	2009	Local	-	-	6,100,000	6,100,000	1.0	2	4	Project Changes: Location, Local Cost, Total Cost
PEO100-07AC2	Peoria	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Advance construct new frontage road and Texas U-Turn structure over L101	2009	Local	-	-	24,928,000	24,928,000	2.0	-	4	Project Changes: Location, Work, Local Cost, Total Cost
PEO08-801	Peoria	Deer Valley Rd: 83rd Ave to 91st Ave	Construct drainage improvements and add 2 through lanes	2009	Local	-	-	3,500,000	3,500,000	1.0	3	4	Project Changes: Year, Lanes Before, Lanes After
PEO09-802	Peoria	El Mirage Rd: Vistancia Blvd to Westland Rd	Construct new 6 lane roadway	2009	Private	-	-	12,000,000	12,000,000	2.0	4	6	Project Changes: Lanes Before
PEO09-909	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advanced Acquire right of way for roadway widening	2009	Local	-	-	6,304,000	6,304,000	-	-	6	New Project in 2009
PEO09-910	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advance construct roadway between Lake Pleasant Parkway and 83rd Avenue for reimbursement in 2023.	2009	Local	-	-	6,790,000	6,790,000	-	-	6	New Project in 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
PEO110-11D	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to L303	Advanced Final design of arterial improvements	2009	Local	-	-	9,427,000	9,427,000	2.4	2	4	Project Changes: Location, Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost, Length
			Existing traffic signals within the city of Peoria will be connected to the fiber backbone, and back to central with either fiber or wireless. This connection will allow the city to manage the signals in a manner to reduce congestion, delay, and improve	2009	CMAQ	296,548	-	225,000	521,548	17.0	-	5	New Project in 2009
PEO13-904	Peoria			2010	Local	-	-	2,100,000	2,100,000	0.2	4	6	Project Deleted from 2010
PEO09-713	Peoria	67th Ave at Thunderbird Rd	Widen intersection	2010	Local	-	-	1,300,000	1,300,000	0.2	4	6	Project Deleted from 2010
PEO10-721	Peoria	83rd Ave at Lake Pleasant Pkwy	Widen intersection										Project Changes: Location, Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost, Length
PEO110-12RW	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to L303	Advanced Acquire right of way for road widening	2010	Local	-	-	19,675,000	19,675,000	2.4	2	4	New Project in 2011
PEO11-905	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to L303	Advanced Construct roadway widening	2011	Local	-	-	28,942,000	28,942,000	2.4	2	4	Project Changes: Work, Year, Lanes After
PEO10-803	Peoria	Vistancia Blvd: Central Arizona Canal to Twin Buttes Pkwy	Construct new 4 lane roadway with median (ultimate 6 lane)	2011	Private	-	-	12,000,000	12,000,000	2.0	-	4	Project Changes: Year
PHX08-710	Phoenix	19th Ave at Grand Canal	Construct bridge replacement	2008	Bridge	1,000,000	-	500,000	1,500,000	-	-	-	Project Changes: Year
PHX07-310	Phoenix	24th St: Rio Salado to Roeser Rd	Improve pedestrian facilities	2008	CMAQ	500,000	-	1,889,577	2,389,577	1.0	4	4	Project Changes: Location, Length
PHX08-803	Phoenix	43rd Ave: Lower Buckeye Rd to Buckeye Rd	Acquire right of way for reconstruction of roadway to 64ft section	2008	Local	-	-	150,000	150,000	1.0	4	4	Project Changes: Local Cost, Total Cost
PHX07-705	Phoenix	64th St: Mayo Blvd to Loop 101 (Pima Fwy)	Acquire right of way and construct new 4 lane roadway to 64ft section	2008	Local	-	-	7,414,475	7,414,475	0.5	-	4	Project Changes: Local Cost, Total Cost
PHX08-807	Phoenix	Black Mountain Pkwy: Deer Valley Rd to Pinnacle Peak Rd	Acquire right of way for new 2 lane roadway	2008	Local	-	-	36,000	36,000	1.3	-	3	Project Deleted from 2008
PHX400-07AD	Phoenix	Happy Valley Rd: 35th Ave to 43rd Ave	Advance design roadway widening	2008	Local	-	-	456,000	456,000	1.0	6	6	Project Changes: Work, Local Cost, Total Cost, Lanes Before, Lanes After
PHX08-872	Phoenix	Indian School & 67th Avenue	Design and Construct of Streetlights & Busbay	2008	STP-HES	415,000	-	25,085	440,085	-	-	-	Project Changes: Work Description
PHX08-874	Phoenix	McDowell Road & 35th Avenue	Design and Install Streetlights	2008	STP-HES	120,000	-	4,518	124,518	-	-	-	Project Changes: Work Description
PHX08-873	Phoenix	McDowell Road & 43rd Avenue	Design and Construct of Busbay and Streetlights	2008	STP-HES	546,952	-	33,061	580,013	-	-	-	Project Changes: Work Description
PHX08-815	Phoenix	Various locations	Bridge systems maintenance	2008	Bridge	65,067	-	3,933	69,000	-	-	-	Project Changes: Fund Type, Federal Type

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
PHX09-832	Phoenix	Washington St: Land for Light Rail	Acquire right of way	2008	Local	-	-	1,300,000	1,300,000	-	-	-	Project Changes: Year
PHX08-801	Phoenix	16th St at Glendale Ave	Acquire right of way for intersection widening	2009	Local	-	-	320,000	320,000	0.3	5	5	Project Changes: Year, Local Cost, Total Cost
PHX08-711	Phoenix	19th Ave at Grand Canal	Construct roadway improvements leading to bridge replacement	2009	Local	-	-	500,000	500,000	-	-	-	Project Deleted from 2009
PHX09-819	Phoenix	19th Ave at Greenway Rd	Acquire right of way for a multi-use path and bridge (phase 1)	2009	Local	-	-	740,000	740,000	-	-	-	Project Changes: Local Cost, Total Cost
PHX09-909	Phoenix	20th St: Highland - Camelback (69KV)	Design	2009	Local	-	-	361,350	361,350	-	-	-	New Project in 2009
PHX09-903	Phoenix	59th Ave: Lower Buckeye - Buckeye	Right-of-Way	2009	Local	-	-	650,000	650,000	-	-	-	New Project in 2009
PHX09-905	Phoenix	59th Ave: Lower Buckeye Rd - Buckeye	Construction	2009	Local	-	-	1,000,000	1,000,000	-	-	-	New Project in 2009
PHX09-821	Phoenix	67th Ave: Pinnacle Peak Rd to Happy Valley Road	Acquire right of way for roadway widening from 4 lanes to 6	2009	Local	-	-	271,000	271,000	1.0	4	6	Project Changes: Local Cost, Total Cost
PHX09-911	Phoenix	Baseline Rd: 49th - 47th Ave	Design	2009	Local	-	-	10,000	10,000	-	2	4	New Project in 2009
PHX09-726	Phoenix	Cave Creek Rd: Beardsley Rd to Rose Garden Ln	Reconstruct roadway to 94ft section	2009	Local	-	-	3,375,000	3,375,000	0.8	4	6	Project Changes: Lanes After
PHX09-904	Phoenix	Deer Valley Dr: 40th St - Black Mountain Pkwy	Right-of-Way	2009	Local	-	-	35,714	35,714	-	-	-	New Project in 2009
PHX09-906	Phoenix	Dove Valley Rd & I-17 TI	Construction	2009	Local	-	-	30,000,000	30,000,000	-	-	-	New Project in 2009
PHX410-07AD	Phoenix	Happy Valley Rd: 43rd Ave to 55th Ave	Advance design roadway widening for reimbursement in 2024	2009	Local	-	-	1,072,000	1,072,000	1.5	4	6	Project Changes: Local Cost, Total Cost, Lanes Before, Lanes After
PHX07-738	Phoenix	Hatcher Rd: 19th Ave to Cave Creek Rd	Design and construct roadway safety improvements	2009	STP-HES	221,785	-	92,625	314,410	2.0	2	2	Project Changes: Year
PHX12-859	Phoenix	Hatcher St: 3rd St to 5th St	Construct 8-ft sidewalk, 3-ft shoulder and landscaping	2009	CMAQ	840,000	-	360,000	1,200,000	0.1	2	4	Project Changes: Year
PHX09-907	Phoenix	Historic Districts Streetscape Impr	Construction	2009	Local	-	-	706,860	706,860	-	-	-	New Project in 2009
PHX08-720	Phoenix	Lower Buckeye Rd: 51st Ave to 43rd Ave	Design reconstruction of roadway to 74ft section	2009	Local	-	-	437,500	437,500	1.0	4	4	Project Changes: Year
PHX04-024	Phoenix	McDowell Rd: 83rd Ave to 75th Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	2009	Local	-	-	5,700,000	5,700,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost, Lanes After
PHX08-641	Phoenix	Papago Trail - Arcadia Portal	Design and construct multi-use trail enhancements	2009	STP-TEA	500,000	-	330,282	830,282	0.2	-	-	Project Changes: Year
PHX08-808	Phoenix	Pinnacle Peak Rd at Tatum Blvd	Construct intersection improvements	2009	Local	-	-	5,066,820	5,066,820	-	-	-	Project Changes: Year
PHX09-901	Phoenix	Rio Salado Beyond the Banks	Design	2009	Local	-	-	336,600	336,600	-	-	-	New Project in 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
PHX210-11AD	Phoenix	Sonoran Blvd: Central Ave to 32nd St	Advanced Design for new 6 lane roadway.	2009	Local	-	-	7,206,000	7,206,000	4.0	-	6	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost
PHX09-902	Phoenix	South Mountain Community College Pedestrian Crossing	Design	2009	Local	-	-	-	-	-	-	-	New Project in 2009
PHX09-825	Phoenix	Southern Ave: 27th Ave to 19th Ave	Construct 64ft to 74ft section, adding 2 through lanes (variable cross-section)	2009	Local	-	-	7,771,000	7,771,000	1.0	2	4	Project Changes: Local Cost, Total Cost
PHX08-642	Phoenix	Three Historic Phoenix Neighborhoods	Restore 123 historic streetlights	2009	STP-TEA	328,133	-	49,837	377,970	-	-	-	Deferred from 2008 to 2009
PHX09-908	Phoenix	Thunderbird Rd: 10th Place	Construction	2009	Local	-	-	365,000	365,000	-	-	-	New Project in 2009
PHX08-615	Phoenix	Van Buren St: 75th Ave to 67th Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	2009	Local	-	-	4,375,000	4,375,000	1.0	2	4	Project Changes: Year
PHX09-910	Phoenix	Various	Alley Dust Proofing	2009	Local	-	-	200,000	200,000	-	-	-	New Project in 2009
PHX09-624	Phoenix	Various locations	Construct regional ITS fiber optic backbone, phase B-1	2009	CMAQ	665,000	-	-	665,000	30.0	-	-	Project Changes: Local Cost, Total Cost
PHX09-625	Phoenix	Various locations	Construct railroad crossing improvements	2009	Local	-	-	50,000	50,000	-	-	-	Project Deleted from 2009
PHX09-626	Phoenix	Various locations	Rehabilitate bridge	2009	Local	-	-	350,000	350,000	-	-	-	Project Deleted from 2009
PHX09-826	Phoenix	Various locations	Design railroad crossing improvements	2009	Local	-	-	5,000	5,000	-	-	-	Project Deleted from 2009
PHX09-827	Phoenix	Various locations	Bridge rehabilitation	2009	Local	-	-	358,000	358,000	-	-	-	Project Changes: Local Cost, Total Cost
PHX09-873	Phoenix	Various locations	Bridge inspection rental equipment	2009	Local	-	-	56,000	56,000	-	-	-	Project Deleted from 2009
PHX08-875	Phoenix	Western Canal west of 24th Street	Design and Construct Pedestrian Bridge	2009	STP-TEA	491,151	-	118,335	609,486	-	-	-	Deferred from 2008 to 2009
PHX09-619	Phoenix	19th Ave at Greenway Rd	Construct multi-use path and bridge (phase 2)	2010	CMAQ	1,010,000	-	1,424,100	2,434,100	0.0	5	5	Project Changes: Year
PHX08-613	Phoenix	19th Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	2010	Local	-	-	4,725,000	4,725,000	1.0	2	4	Project Changes: Year
PHX07-703	Phoenix	32nd St: Southern Ave to Broadway Rd	Design roadway to 64ft section, adding 2 through lanes	2010	Local	-	-	500,000	500,000	1.0	2	4	Project Changes: Work, Year, Local Cost, Total Cost
PHX09-722	Phoenix	35th Ave: Baseline Rd to Southern Ave	Acquire right of way for reconstruction of roadway to 74ft section	2010	Local	-	-	728,000	728,000	-	-	-	Project Changes: Year, Local Cost, Total Cost
PHX100-06D	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Design new roadway ramps	2010	STP-MAG	2,529,000	-	1,316,000	3,845,000	1.3	-	3	Project Changes: Federal Cost, Local Cost, Total Cost
PHX10-834	Phoenix	Dove Valley Bridge at Skunk Creek	Design new 6 lane roadway, including bridge at Skunk Creek	2010	Local	-	-	634,500	634,500	1.0	-	6	Project Changes: Location
PHX400-08ARW	Phoenix	Happy Valley Rd: 35th Ave to 43rd Ave	Advance acquire right of way for roadway widening	2010	Local	-	-	2,079,000	2,079,000	1.0	6	6	Project Changes: Work, Local Cost, Total Cost, Lanes Before, Lanes After



TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
PHX410-08ARW	Phoenix	Happy Valley Rd: 43rd Ave to 55th Ave	Advance acquire right of way for roadway widening for reimbursement in FY 2024	2010	Local	-	-	500,000	500,000	1.5	4	6	Project Changes: Local Cost, Total Cost, Lanes Before, Lanes After
PHX09-727	Phoenix	Lower Buckeye Rd: 51st Ave to 43rd Ave	Acquire right of way for reconstruction of roadway to 74ft section	2010	Local	-	-	274,800	274,800	1.0	4	4	Project Changes: Year
PHX09-622	Phoenix	Pinnacle Peak Rd: 51st Ave to 43rd Ave	Acquire right of way and reconstruct roadway to 74ft section, adding 2 through lanes	2010	Local	-	-	411,100	411,100	1.0	2	4	Project Changes: Location
PHX10-845	Phoenix	Salt River: 24th Street to I-10/Tempe Drain	Construct Multi-use path	2010	CMAQ	801,606	-	566,445	1,368,051	0.3	-	-	New Project in 2010, original project PHX10-632 divided into segments including TMP10-629
PHX10-633	Phoenix	Various locations	Construct regional ITS fiber optic backbone, phase B-2	2010	CMAQ	665,000	-	-	665,000	30.0	-	-	Project Changes: Local Cost, Total Cost
PHX10-634	Phoenix	Various locations	Construct railroad crossing improvements	2010	Local	-	-	50,000	50,000	-	-	-	Project Deleted from 2010
PHX10-635	Phoenix	Various locations	Rehabilitate bridge	2010	Local	-	-	350,000	350,000	-	-	-	Project Deleted from 2010
PHX10-835	Phoenix	Various locations	Design railroad crossing improvements	2010	Local	-	-	5,000	5,000	-	-	-	Project Deleted from 2010
PHX10-841	Phoenix	Various locations	Bridge inspection rental equipment	2010	Local	-	-	90,000	90,000	-	-	-	Project Deleted from 2010
PHX08-713	Phoenix	43rd Ave: Lower Buckeye Rd to Buckeye Rd	Reconstruct roadway to 64ft section	2011	Local	-	-	4,750,000	4,750,000	1.0	4	4	Project Changes: Year
PHX10-729	Phoenix	7th Ave: Southern Ave to the Salt River	Reconstruct roadway to 64ft section	2011	Local	-	-	2,989,200	2,989,200	1.5	4	4	Project Changes: Year, Local Cost, Total Cost
PHX420-07AD	Phoenix	Happy Valley Rd: 55th Ave to 67th Ave	Advance design roadway widening	2011	Local	-	-	1,103,000	1,103,000	1.0	6	6	Project Changes: Work, Year, Local Cost, Total Cost, Lanes Before, Lanes After
PHX09-728	Phoenix	Lower Buckeye: 43rd Ave to 35th Ave	Reconstruct roadway to 64ft section	2011	Local	-	-	7,200,000	7,200,000	1.0	4	4	Project Changes: Year
PHX07-704	Phoenix	32nd St: Southern Ave to Broadway Rd	Acquire right of way for reconstruction of roadway to 64ft section	2012	Local	-	-	962,500	962,500	1.0	2	4	Project Changes: Year, Local Cost, Total Cost
PHX12-939	Phoenix	Happy Valley Rd: 55th Ave to 67th Ave	Advance acquisition of right of-way for roadway widening	2012	HURF	-	-	456,000	456,000	1	4	6	New Project in 2012
QNC07-703	Queen Creek	Cloud Rd: Crismon Rd to 220th St	Widen roadway	2008	Private	-	-	1,000,000	1,000,000	0.5	2	4	Project Changes: Work, Lanes After
QNC07-704	Queen Creek	Cloud Rd: Ellsworth Rd to Crismon Rd	Widen roadway	2008	Private	-	-	1,000,000	1,000,000	1.0	2	4	Project Changes: Work, Lanes After
QNC08-745	Queen Creek	Crismon Rd: Comacho Rd to Queen Creek Rd	Widen roadway, adding NB lane	2008	Private	-	-	1,000,000	1,000,000	0.5	2	3	Project Deleted from 2008
QNC07-744	Queen Creek	Ellsworth Loop Rd: Ocotillo Rd to Queen Creek Rd	Construct new 6 lane roadway and Railroad Underpass	2008	Local	-	-	3,000,000	3,000,000	1.0	-	6	Project Changes: Location, Work, Local Cost, Total Cost, Length

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
QNC06-201	Queen Creek	Ellsworth Rd at Ocotillo Rd	Reconstruct intersection to add left turn lanes, curb, gutter, sidewalk and traffic signals.	2008	CMAQ	300,000	-	100,000	400,000	0.1	4	4	Project Deleted from 2008
QNC07-710	Queen Creek	Ellsworth Rd: Chandler Heights Rd to Queen Creek Wash	Widen roadway	2008	Private	-	-	70,000	70,000	0.5	2	6	Project Changes: Work, Local Cost, Total Cost, Lanes After
QNC07-711	Queen Creek	Ellsworth Rd: Queen Creek Rd to Germain	Widen roadway, adding NB lane	2008	Local	-	-	1,200,000	1,200,000	0.5	2	4	Project Changes: Location, Local Cost, Total Cost, Lanes After
QNC07-714	Queen Creek	Ellsworth Rd: Queen Creek Rd to Rittenhouse Rd	Widen roadway, adding SB lane	2008	Local	-	-	1,500,000	1,500,000	0.5	3	4	Project Deleted from 2008
QNC09-767	Queen Creek	Ellsworth Rd: Riggs Rd to Hunt Rd	Widen roadway, adding SB lane	2008	Local	-	-	1,500,000	1,500,000	1.0	3	4	Project Deleted from 2008
QNC07-709	Queen Creek	Ellsworth Rd: Rittenhouse Rd to Ocotillo Rd	Widen roadway, adding SB lane	2008	Local	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2008
QNC08-746	Queen Creek	Ellsworth Rd: Cloud Rd to Chandler Heights Rd	Widen roadway	2008	Private	-	-	1,000,000	1,000,000	1.0	2	5	Project Changes: Location, Work, Local Cost, Total Cost, Lanes After
QNC07-715	Queen Creek	Empire Blvd: Crismon Rd to 220th Street	Widen roadway, adding EB lane	2008	Private	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2008
QNC07-716	Queen Creek	Empire Blvd: Ellsworth Rd to Crismon Rd	Widen roadway, adding EB lane	2008	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2008
QNC07-720	Queen Creek	Hawes Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway, adding SB lane	2008	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2008
QNC08-748	Queen Creek	Meridian Rd: Chandler Heights Rd to Riggs Rd	Widen roadway, adding SB lane	2008	Private	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from TIP and Planned for 2013
QNC08-749	Queen Creek	Ocotillo Rd: 220th St to Signal Butte Rd	Widen roadway, adding EB lane	2008	Private	-	-	1,000,000	1,000,000	0.5	2	3	Project Deleted from 2008
QNC07-734	Queen Creek	Queen Creek Rd: 188th St to Sossaman Rd	Widen roadway	2008	Private	-	-	500,000	500,000	0.5	2	4	Project Changes: Work Description
QNC07-735	Queen Creek	Queen Creek Rd: Crismon Rd to 213th St	Widen roadway, adding WB lane	2008	Private	-	-	1,000,000	1,000,000	0.5	2	3	Project Deleted from TIP and Planned for 2013
QNC08-801	Queen Creek	Queen Creek Rd: Crismon Rd to Signal Butte Rd	Widen roadway, adding EB lane	2008	Private	-	-	1,000,000	1,000,000	1.0	1	2	Project Deleted from TIP and Planned for 2013
QNC08-752	Queen Creek	Queen Creek Rd: Ellsworth Rd to Crismon Rd	Widen roadway, adding EB lane	2008	Local	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2008
QNC08-802	Queen Creek	Queen Creek Rd: Signal Butte Rd to Meridian Rd	Widen roadway, adding EB lane	2008	Private	-	-	1,000,000	1,000,000	1.0	1	2	Project Deleted from TIP and Planned for 2013
QNC08-755	Queen Creek	Riggs Rd: Crismon Rd to Ellsworth Rd	Widen roadway, adding WB lane	2008	Local	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from 2008
QNC08-754	Queen Creek	Riggs Rd: Crismon Rd to Signal Butte Rd	Widen roadway, adding EB lane	2008	Local	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from 2008
QNC08-756	Queen Creek	Riggs Rd: Ellsworth Rd to Crismon Rd	Widen roadway, adding EB lane	2008	Local	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from 2008



TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
QNC07-736	Queen Creek	Rittenhouse Rd (re-aligned): Power Rd to Rittenhouse Rd	Widen roadway	2008	Local	-	-	1,000,000	1,000,000	0.5	2	4	Project Changes: Work, Lanes Before
QNC09-774	Queen Creek	Rittenhouse Rd (re-aligned): Sossaman Rd to Hawes Rd	New 4 lane road	2008	Local	-	-	3,000,000	3,000,000	1.0	2	4	Project Changes: Work, Local Cost, Total Cost
QNC08-760	Queen Creek	Rittenhouse Rd: Hawes Rd to 196th St	Widen roadway, adding EB lane	2008	Local	-	-	1,000,000	1,000,000	0.7	2	4	Project Deleted from 2008
QNC08-761	Queen Creek	Rittenhouse Rd: Re-aligned Rittenhouse Rd to Germann Rd	Widen roadway, adding SB lane	2008	Local	-	-	1,500,000	1,500,000	0.8	2	4	Project Deleted from 2008
QNC08-762	Queen Creek	Signal Butte Rd: Barnes Pkwy to Ocotillo Rd	Widen roadway, adding SB lane	2008	Private	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2008
QNC07-739	Queen Creek	Signal Butte Rd: Ocotillo Rd to Chandler Heights Rd	Widen roadway, adding SB lane	2008	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2008
QNC08-764	Queen Creek	Sossaman Rd: Appleby Rd to Queen Creek Rd	Widen roadway, adding NB lane	2008	Private	-	-	250,000	250,000	0.3	2	3	Project Deleted from 2008
QNC07-740	Queen Creek	Sossaman Rd: Ocotillo Rd to Appleby Rd	Widen roadway, adding NB lane	2008	Private	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2008
QNC07-741	Queen Creek	Sossaman Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway	2008	Private	-	-	1,000,000	1,000,000	1.0	2	4	Project Changes: Work, Lanes After
QNC07-742	Queen Creek	Sossaman Rd: Ryan Rd to Queen Creek Rd	Widen roadway, adding SB lane	2008	Private	-	-	750,000	750,000	0.8	2	2	Project Changes: Lanes After
QNC09-766	Queen Creek	Chandler Heights Rd: Sossaman Rd to Hawes Rd	Widen roadway, adding EB lane	2009	Local	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from TIP and Planned for 2013
QNC09-901	Queen Creek	Ellisworth Loop Rd: Ocotillo Rd to South of Queen Creek Wash	Construct new 6 lane roadway and Railroad Underpass	2009	Local	-	-	7,500,000	7,500,000	0.8	-	6	New Project in 2009
QNC09-605	Queen Creek	Ellisworth Rd at 0.5 miles north of Ocotillo Rd (at railroad tracks)	Design and construct grade separation (phase 2)	2009	Local	-	-	25,000,000	25,000,000	0.5	2	6	Project Deleted from 2009
QNC07-712	Queen Creek	Ellisworth Rd: Hunt Rd to Riggs Rd	Widen roadway, adding NB lane	2009	Local	-	-	1,500,000	1,500,000	1.0	2	3	Project Deleted from TIP and Planned for 2013
QNC07-719	Queen Creek	Hawes Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway	2009	Private	-	-	2,000,000	2,000,000	1.0	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC07-721	Queen Creek	Hawes Rd: Rittenhouse Rd to Queen Creek Rd	Widen roadway	2009	Private	-	-	500,000	500,000	0.3	2	4	Project Changes: Work, Year
QNC07-726	Queen Creek	Ocotillo Rd: Ellisworth Rd Bypass to Hawes Rd	Widen roadway	2009	Private	-	-	1,000,000	1,000,000	0.8	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC09-770	Queen Creek	Ocotillo Rd: Meridian Rd to Signal Butte Rd	Widen roadway, adding WB lane	2009	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2009
QNC07-730	Queen Creek	Ocotillo Rd: Signal Butte Rd to 220th Rd	Widen roadway	2009	Private	-	-	500,000	500,000	0.5	2	4	Project Changes: Work, Lanes After
QNC07-731	Queen Creek	Ocotillo Rd: Sossaman Rd to 188th St	Reconstruct roadway	2009	Private	-	-	1,000,000	1,000,000	0.5	2	2	Project Changes: Work, Year, Lanes After
QNC09-771	Queen Creek	Ocotillo Rd: Sossaman Rd to Hawes Rd	Widen roadway, adding EB lane	2009	Local	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2009
QNC09-772	Queen Creek	Ocotillo Rd: Sossaman Rd to Power Rd	Widen roadway, adding WB lane	2009	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
QNC08-753	Queen Creek	Riggs Rd: Signal Butte Rd to Crismon Rd	Widen roadway, adding WB lane	2009	Local	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from 2009
QNC08-757	Queen Creek	Riggs Rd: Signal Butte Rd to Meridian Rd	Construct new 2 lane roadway	2009	Local	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from 2009
QNC08-758	Queen Creek	Riggs Rd: Signal Butte Rd to Meridian Rd	Widen roadway, adding EB lane	2009	Local	-	-	1,500,000	1,500,000	1.0	2	3	Project Deleted from 2009
QNC09-608	Queen Creek	Rittenhouse Rd at Sossaman Rd	Improve railroad crossing/intersection	2009	Local	-	-	150,000	150,000	0.3	2	2	Project Deleted from TIP and Planned for 2013
QNC09-775	Queen Creek	Rittenhouse Rd: Cloud Rd to Riggs Rd	Widen roadway, adding 2 through lanes	2009	Local	-	-	1,000,000	1,000,000	0.5	2	4	Project Deleted from TIP and Planned for 2013
QNC09-776	Queen Creek	Rittenhouse Rd: Crismon Rd to Signal Butte	Widen roadway, adding EB lane	2009	Local	-	-	1,000,000	1,000,000	1.4	2	3	Project Deleted from TIP and Planned for 2013
QNC09-777	Queen Creek	Rittenhouse Rd: Re-aligned Rittenhouse Rd to Crismon Rd	Widen roadway, adding EB lane	2009	Local	-	-	250,000	250,000	0.3	2	3	Project Deleted from 2009
QNC09-780	Queen Creek	Signal Butte Rd: Barnes Pkwy to Queen Creek Rd	Widen roadway, adding NB lane	2009	Local	-	-	1,000,000	1,000,000	0.5	2	3	Project Deleted from 2009
QNC08-763	Queen Creek	Signal Butte Rd: Ocotillo Rd to Chandler Heights Rd	Widen roadway, adding NB lane	2009	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2009
QNC09-779	Queen Creek	Signal Butte Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway, adding NB lane	2009	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from TIP and Planned for 2013
QNC09-781	Queen Creek	Sossaman Rd: Ocotillo Rd to Sonoqui Blvd	Widen roadway, adding SB lane	2009	Local	-	-	500,000	500,000	0.5	2	3	Project Deleted from TIP and Planned for 2013
QNC09-782	Queen Creek	Sossaman Rd: Sonoqui Blvd to Ocotillo Rd	Widen roadway, adding NB lane	2009	Local	-	-	1,000,000	1,000,000	0.5	2	4	Project Deleted from 2009
QNC07-701	Queen Creek	Chandler Heights Rd: Ellsworth Rd to 204th St	Widen roadway, adding WB lane	2010	Private	-	-	500,000	500,000	0.5	2	3	Project Changes: Year
QNC09-765	Queen Creek	Chandler Heights Rd: Sossaman Rd to Power Rd	Widen roadway, adding WB lane	2010	Local	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2010
QNC08-747	Queen Creek	Meridian Rd: Ocotillo Rd to Chandler Heights Rd	New 6 lane road	2010	Private	-	-	3,000,000	3,000,000	1.0	-	6	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC09-768	Queen Creek	Meridian Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway, adding SB lane	2010	Private	-	-	4,000,000	4,000,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost, Lanes After
QNC07-724	Queen Creek	Ocotillo Rd: Crismon Rd to 220th St	Widen roadway	2010	Private	-	-	500,000	500,000	0.5	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC07-729	Queen Creek	Ocotillo Rd: Crismon Rd to Rittenhouse Rd	Widen roadway	2010	Private	-	-	500,000	500,000	0.3	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC08-750	Queen Creek	Ocotillo Rd: Recker Rd to Power Rd	New 4 lane road	2010	Private	-	-	4,000,000	4,000,000	1.0	-	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
QNC08-751	Queen Creek	Ocotillo Rd: Signal Butte Rd to Meridian Rd	Widen roadway	2010	Private	-	-	1,000,000	1,000,000	1.0	2	4	Project Changes: Work, Year, Lanes After
QNC09-773	Queen Creek	Power Rd: Riggs Rd to Cloud Rd	Widen roadway, adding NB lane	2010	Private	-	-	1,500,000	1,500,000	0.5	2	3	Project Deleted from TIP and Planned for 2013
QNC08-759	Queen Creek	Rittenhouse Rd: 196th to 206rd St	Widen roadway	2010	Local	-	-	6,000,000	6,000,000	1.5	2	4	Project Changes: Location, Work, Year, Local Cost, Total Cost, Length
QNC07-707	Queen Creek	Ellsworth Rd: Ocotillo Rd to Queen Creek Wash	Widen roadway, adding SB lane	2011	Local	-	-	500,000	500,000	0.5	2	2	Project Changes: Year, Lanes After
QNC07-708	Queen Creek	Ellsworth Rd: Ocotillo Rd to Rittenhouse Rd	Adding a bicycle lane	2011	Local	-	-	500,000	500,000	0.5	2	2	Project Changes: Work, Year, Lanes After
QNC07-713	Queen Creek	Ellsworth Rd: Rittenhouse Rd to Ellsworth Loop Rd	Widen roadway	2011	Private	-	-	1,000,000	1,000,000	0.5	2	4	Project Changes: Location, Work, Year, Local Cost, Total Cost, Lanes After
QNC07-722	Queen Creek	Ocotillo Rd: 209th Way to Ellsworth Rd	Widen roadway	2011	Private	-	-	500,000	500,000	0.2	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC07-728	Queen Creek	Ocotillo Rd: Rittenhouse Rd to 209th Way	Widen roadway	2011	Local	-	-	3,000,000	3,000,000	0.5	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC09-769	Queen Creek	Ocotillo Rd: Hawes Rd to Sossaman Rd	Widen roadway	2012	Private	-	-	2,000,000	2,000,000	1.0	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
SCT100-06C	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	Construct new frontage road	2008	RARF	-	3,699,000	1,581,000	5,280,000	1.0	-	2	Project Changes: Regional Cost, Local Cost, Total Cost
SCT100-07D	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	Design new frontage road	2008	RARF	-	713,000	306,000	1,019,000	1.0	-	2	Project Changes: Regional Cost, Local Cost, Total Cost
SCT100-07RW	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	Acquire right of way for new frontage road	2008	RARF	-	2,552,000	1,094,000	3,646,000	1.0	-	2	Project Changes: Regional Cost, Local Cost, Total Cost
SCT100-07P	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Pre-design new frontage road	2008	RARF	-	50,000	71,000	121,000	1.0	-	2	Project Deleted from TIP and Planned for 2014
SCT110-06D	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Design new frontage road	2008	RARF	-	599,000	257,000	856,000	1.0	-	2	Project Deleted from TIP and Planned for 2015
SCT110-07RW	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Acquire right-of-way for roadway	2008	RARF	-	583,000	250,000	833,000	1.0	-	2	Project Deleted from TIP and Planned for 2015

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
SCT120-07D	Scottsdale	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Design new frontage road	2008	RARF	-	578,000	248,000	826,000	2.0	-	2	Project Deleted from 2008
SCT120-07P	Scottsdale	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Pre-design new frontage road	2008	RARF	-	127,000	55,000	182,000	2.0	-	2	Project Deleted from 2008
SCT310-08AC2	Scottsdale	Pima Rd at Happy Valley Rd	Advance construct intersection improvement	2008	Private	-	-	1,608,000	1,608,000	0.4	4	6	Project Changes: Local Cost, Total Cost, Lanes After
SCT100-08P	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Pre-design roadway widening	2008	Local	-	-	3,217,000	3,217,000	7.0	2	4	Project Changes: Local Cost, Total Cost, Length, Lanes Before, Lanes After
SCT08-928	Scottsdale	Pima Rd: SR101L to Thompson Peak Parkway	Advanced Construct roadway widening	2008	Local	-	-	10,283,000	10,283,000	2.5	4	6	New Project in 2008
SCT220-08AD	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance design roadway widening	2008	Local	-	-	193,000	193,000	1.3	4	6	Project Changes: Work, Local Cost, Total Cost, Length
SCT220-08ARW	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance purchase of right of way for roadway widening	2008	Local	-	-	1,340,000	1,340,000	1.3	4	6	Project Changes: Work, Local Cost, Total Cost, Length
SCT03-007	Scottsdale	Pinnacle Peak Rd: Miller Rd to Pima Rd	Reconstruct roadway to add 1 through lane in each direction	2008	Local	-	-	10,200,000	10,200,000	1.5	2	4	Project Deleted from 2008
SCT210-08AP	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance pre-design roadway widening for reimbursement in 2011	2008	Local	-	-	517,000	517,000	2.0	4	6	Project Deleted from 2008
SCT08-929	Scottsdale	Shea at 120/124th Streets	Advanced acquisition of right of way for intersection improvement	2008	Local	-	-	83,000	83,000	0.4	6	6	New Project in 2008
SCT08-929	Scottsdale	Shea at 120/124th Streets	Advanced acquisition of right of way for intersection improvement	2008	Bonds	-	-	83,000	83,000	0.4	6	6	New Project in 2008
SCT08-930	Scottsdale	Shea at 120/124th Streets	Advanced design of intersection improvement	2008	Local	-	-	933,000	933,000	0.4	6	6	New Project in 2008
SCT08-930	Scottsdale	Shea at 120/124th Streets	Advanced design of intersection improvement	2008	Sales Tax	-	-	933,000	933,000	0.4	6	6	New Project in 2008
SCT08-936	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Advanced design of intersection improvement	2008	Local	-	-	622,000	622,000	6.2	6	6	New Project in 2008
SCT08-936	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Advanced design of intersection improvement	2008	Sales Tax	-	-	622,000	622,000	6.2	6	6	New Project in 2008
SCT08-954	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Advanced design of intersection improvement	2008	Local	-	-	207,000	207,000	0.2	6	6	New Project in 2008
SCT08-954	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Advanced design of intersection improvement	2008	Sales Tax	-	-	207,000	207,000	0.2	6	6	New Project in 2008
SCT09-917	Scottsdale	Cactus Rd - Pima Freeway to 96th St	Reconstruct and widen Cactus Road to four lanes	2009	Local	-	-	11,000,000	11,000,000	1.0	2	4	New Project in 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
SCT09-918	Scottsdale	Center Drive - 74th to Hayden	Construct new four-lane roadway	2009	Local	-	-	8,800,000	8,800,000	-	-	4	New Project in 2009
SCT09-703	Scottsdale	Crosscut Canal: Thomas Rd to Indian School Rd	Design and construct multi-use path	2009	STP-TEA	500,000	-	1,231,000	1,731,000	0.8	4	4	Project Changes: Lanes Before, Lanes After
SCT08-802	Scottsdale	Indian Bend Rd: Scottsdale Rd to Hayden Rd	Design and construct landscaped median, turn lanes, bike lanes, curb and gutter, Indian Bend Wash crossing and sidewalk	2009	Local	-	-	16,200,000	16,200,000	1.0	2	4	Project Changes: Year, Length, Lanes Before, Lanes After
SCT09-919	Scottsdale	Indian School Rd - Drinkwater to Pima	Reconstruct pavement with new turn lanes and medians	2009	Local	-	-	6,500	6,500	1.8	4	4	New Project in 2009
SCT110-08C	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Construct new frontage road	2009	RARF	-	4,489,000	1,924,000	6,413,000	1.0	-	2	Project Deleted from TIP and Planned for 2015
SCT110-08PS	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Project savings	2009	RARF	-	9,645,000	-	9,645,000	1.0	-	-	Project Deleted from TIP and Planned for 2015
SCT120-07RW	Scottsdale	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Acquire right of way for new frontage road	2009	RARF	-	5,662,000	2,427,000	8,089,000	2.0	-	2	Project Deleted from 2009
SRP100-08D	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Design roadway widening	2009	RARF	-	2,026,000	869,000	2,895,000	7.0	2	4	Project Changes: Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
SRP100-09RW	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Acquire right of way for roadway widening	2009	RARF	-	3,566,000	1,528,000	5,094,000	7.0	2	4	Project Changes: Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
SCT09-924	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance design roadway widening	2009	RARF	-	135,000	58,000	193,000	1.3	4	6	New Project in 2009
SCT09-925	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance purchase of right of way for roadway widening	2009	RARF	-	938,000	402,000	1,340,000	1.3	4	6	New Project in 2009
SCT09-804	Scottsdale	Scottsdale Rd: McKellips Rd. to Earl Dr	Construct bicycle lanes and pedestrian improvements (phase 1)	2009	Local	-	-	203,800	203,800	2.3	6	6	Project Deleted from 2009
SCT210-09AD	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance design roadway widening	2009	Local	-	-	1,063,000	1,063,000	2.0	4	6	Project Changes: Work, Local Cost, Total Cost
SCT09-931	Scottsdale	Shea at 120/124th Streets	Advanced construction of intersection improvement	2009	Local	-	-	363,000	363,000	0.4	6	6	New Project in 2009
SCT09-931	Scottsdale	Shea at 120/124th Streets	Advanced construction of intersection improvement	2009	Sales Tax	-	-	363,000	363,000	0.4	6	6	New Project in 2009
SCT09-933	Scottsdale	Shea Auxiliary Lane from 90th St to Loop 101	Advanced design of intersection improvement	2009	Sales Tax	-	-	622,000	622,000	1	6	6	New Project in 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
SCT09-933	Scottsdale	Shea Auxiliary Lane from 90th St to Loop 101	Advanced design of intersection improvement	2009	Local	-	-	622,000	622,000	1.0	6	6	New Project in 2009
SCT09-937	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Advanced acquisition of right of way for intersection improvement	2009	Local	-	-	622,000	622,000	6.2	6	6	New Project in 2009
SCT09-937	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Advanced acquisition of right of way for intersection improvement	2009	Bonds	-	-	622,000	622,000	6.2	6	6	New Project in 2009
SCT400-07AC	Scottsdale	Shea Blvd - SR-101L to 96th St, ITS Improvements	Advanced construction of intersection improvement	2009	Local	-	-	436,000	436,000	1.0	6	6	Project Changes: Location, Work, Year, Local Cost, Total Cost
SCT09-939	Scottsdale	Shea Blvd at 114th Street	Advanced acquisition of right of way for intersection improvement	2009	Bonds	-	-	125,000	125,000	0.2	6	6	New Project in 2008
SCT09-939	Scottsdale	Shea Blvd at 114th Street	Advanced acquisition of right of way for intersection improvement	2009	Local	-	-	125,000	125,000	0.2	6	6	New Project in 2009
SCT09-940	Scottsdale	Shea Blvd at 114th Street	Advanced design of intersection improvement	2009	Local	-	-	63,000	63,000	0.2	6	6	New Project in 2009
SCT09-940	Scottsdale	Shea Blvd at 114th Street	Advanced design of intersection improvement	2009	Sales Tax	-	-	63,000	63,000	0.2	6	6	New Project in 2009
SCT09-942	Scottsdale	Shea Blvd at 115th Street	Advanced design of intersection improvement	2009	Local	-	-	23,000	23,000	0.2	4	6	New Project in 2009
SCT09-942	Scottsdale	Shea Blvd at 115th Street	Advanced design of intersection improvement	2009	Sales Tax	-	-	23,000	23,000	0.2	4	6	New Project in 2009
SCT09-951	Scottsdale	Shea Blvd at 136th Street	Advanced design of intersection improvement	2009	Local	-	-	31,000	31,000	0.2	6	6	New Project in 2009
SCT09-951	Scottsdale	Shea Blvd at 136th Street	Advanced design of intersection improvement	2009	Sales Tax	-	-	31,000	31,000	0.2	6	6	New Project in 2009
SCT09-955	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Advanced acquisition of right of way for intersection improvement	2009	Local	-	-	207,000	207,000	0.2	6	6	New Project in 2009
SCT09-955	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Advanced acquisition of right of way for intersection improvement	2009	Bonds	-	-	207,000	207,000	0.2	6	6	New Project in 2009
SCT13-903	Scottsdale	South Scottsdale	Controller and cabinet replacement	2009	CMAQ	232,190	-	225,000	457,190	-	-	-	New Project in 2009
SCT10-615	Scottsdale	Indian Bend Wash: McKellips to Chaparral Rd	Reconstruct and improve multi-use path and underpasses	2010	Local	-	-	3,577,700	3,577,700	-	-	-	Project Deleted from 2010
SCT120-10C	Scottsdale	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Construct new frontage road	2010	RARF	-	4,045,000	1,734,000	5,779,000	2.0	-	2	Project Deleted from 2010



TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
SCT120-10PS	Scottsdale	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Project savings	2010	RARF	-	2,762,000	-	2,762,000	1.0	-	2	Project Deleted from 2010
SRP100-10C1	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Construct roadway widening	2010	RARF	-	12,910,000	5,532,000	18,442,000	7.0	2	4	Project Changes: Work, Regional Cost, Local Cost, Total Cost
SCT220-08AC	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance construct roadway widening	2010	RARF	-	10,883,000	6,717,000	17,600,000	1.3	4	6	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost, Length
SCT09-612A	Scottsdale	Scottsdale Rd: Earll Dr to Chaparral Rd	Construct bicycle lanes and pedestrian improvements (streetscape phase II)	2010	Local	-	-	814,000	814,000	1.5	4	4	Project Changes: Year
SCT210-10ARW	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance acquire right of way for roadway widening	2010	Local	-	-	4,022,000	4,022,000	2.0	4	6	Project Changes: Work, Local Cost, Total Cost
SCT10-932	Scottsdale	Shea at Via Linda (Phase 2)	Advanced construction of intersection improvement	2010	Bonds	-	-	1,296,000	1,296,000	0.2	6	6	New Project in 2010
SCT10-934	Scottsdale	Shea Auxiliary Lane from 90th St to Loop 101	Advanced acquisition of right of way for intersection improvement	2010	Bonds	-	-	622,000	622,000	1	6	6	New Project in 2010
SCT10-935	Scottsdale	Shea Auxiliary Lane from 90th St to Loop 101	Advanced construction of intersection improvement	2010	Bonds	-	-	3,629,000	3,629,000	1	6	6	New Project in 2010
SCT10-938	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Advanced construction of intersection improvement	2010	Sales Tax	-	-	2,074,000	2,074,000	6.2	6	6	New Project in 2010
SCT10-941	Scottsdale	Shea Blvd at 114th Street	Advanced construction of intersection improvement	2010	Bonds	-	-	187,000	187,000	0.2	6	6	New Project in 2010
SCT10-943	Scottsdale	Shea Blvd at 115th Street	Advanced acquisition of right of way for intersection improvement	2010	Bonds	-	-	44,000	44,000	0.2	4	6	New Project in 2010
SCT10-944	Scottsdale	Shea Blvd at 115th Street	Advanced construction of intersection improvement	2010	Bonds	-	-	89,000	89,000	0.2	4	6	New Project in 2010
SCT10-945	Scottsdale	Shea Blvd at 125th Street	Advanced design of intersection improvement	2010	Sales Tax	-	-	89,000	89,000	0.2	6	6	New Project in 2010
SCT10-948	Scottsdale	Shea Blvd at 135th Street	Advanced design of intersection improvement	2010	Sales Tax	-	-	23,000	23,000	0.2	6	6	New Project in 2010
SCT10-952	Scottsdale	Shea Blvd at 136th Street	Advanced acquisition of right of way for intersection improvement	2010	Bonds	-	-	10,000	10,000	0.2	6	6	New Project in 2010
SCT10-956	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Advanced construction of intersection improvement	2010	Sales Tax	-	-	519,000	519,000	0.2	6	6	New Project in 2010

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
SCT09-613	Scottsdale	Thomas Rd: 64th St to Granite Reef Rd	Construct bicycle lanes and pedestrian improvements (streetscape phase I)	2010	Local	-	-	4,613,900	4,613,900	3.0	5	5	Project Changes: Year, Length
SCT210-10AC	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance construct roadway widening	2011	RARF	-	7,505,000	3,217,000	10,722,000	2.0	4	6	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost
SCT11-946	Scottsdale	Shea Blvd at 125th Street	Advanced acquisition of right of way for intersection improvement	2011	Bonds	-	-	89,000	89,000	0.2	6	6	New Project in 2011
SCT11-949	Scottsdale	Shea Blvd at 135th Street	Advanced acquisition of right of way for intersection improvement	2011	Bonds	-	-	44,000	44,000	0.2	6	6	New Project in 2011
SCT11-953	Scottsdale	Shea Blvd at 136th Street	Advanced construction of intersection improvement	2011	Sales Tax	-	-	207,000	207,000	0.2	6	6	New Project in 2011
SCT12-947	Scottsdale	Shea Blvd at 125th Street	Advanced construction of intersection improvement	2012	Sales Tax	-	-	356,000	356,000	0.2	6	6	New Project in 2012
SCT12-950	Scottsdale	Shea Blvd at 135th Street	Advanced construction of intersection improvement	2012	Bonds	-	-	89,000	89,000	0.2	6	6	New Project in 2012
SUR08-807	Surprise	Bell Rd at Coyote Lakes, Dysart Rd and 134th Dr	Design and construct fibre optic cable interconnection of existing and future ITS facilities	2008	Local	-	-	10,000	10,000	5.0	6	6	Project Deleted from 2008
SUR08-813	Surprise	Peoria Rd: Dysart Rd to west 0.25 miles	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	2008	Private	-	-	300,000	300,000	0.3	2	3	Project Changes: Location
SUR08-819	Surprise	Saguaro View Area	Pave unpaved roads	2008	CMAQ	535,688	-	2,439,312	2,975,000	4.3	2	2	Project Changes: Lanes Before, Lanes After
SUR09-820	Surprise	Rural Area West of 219th Ave between Pinnacle Peak & Deer Valley	Pave unpaved roads	2009	CMAQ	1,602,302	-	686,700	2,289,002	3.3	2	2	Project Changes: Location, Lanes Before, Lanes After
SUR10-613	Surprise	Bell Rd: US-60 (Grand Ave) to Surprise Traffic Management Center	Construct fiber optic interconnection of traffic signals, cameras and VMS	2010	CMAQ	150,000	-	150,000	300,000	6.0	5	5	Project Changes: Lanes Before, Lanes After
SUR10-614	Surprise	Greenway Rd: US-60 (Grand Ave) to Cotton Ln	Construct fiber optic interconnection of traffic signals, cameras and VMS	2010	CMAQ	500,000	-	500,000	1,000,000	9.0	5	5	Project Changes: Lanes Before, Lanes After
TMP13-903	Tempe	Citywide	Develop ITS and Communications Strategic Plan	2009	CMAQ	96,041	-	49,500	145,541	-	-	-	New Project in 2009
TMP06-251	Tempe	Crosscut Canal: (phase 2) Marigold Rd to Moer Park	Construct multi-use path	2009	Local	-	-	1,600,000	1,600,000	0.8	4	4	Project Deleted from 2009



TIP/DN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
TMP10-629	Tempe	Salt River: I-10/Tempe Drain to Priest	Construct Multi-use path	2010	CMAQ	400,000		120,000	520,000	3.7			New Project in 2010, original project PHX10-632 divided into segments including PHX10-845

**Table B**  
**Transit Projects - TIP FY2008-2012 Amendments & Administrative Modifications**

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	ALI #
DOT09-902T	ADOT	MAG regionwide	Operating Assistance	2009	5311	360,000	-	600,000	960,000	-	-	-	New Project in 2009	30.09.01
DOT09-904T	ADOT	MAG regionwide	Operating Assistance	2009	5316	185,000	-	185,000	370,000	-	-	-	New Project in 2009	30.09.01
DOT09-906T	ADOT	MAG regionwide	Operating Assistance	2009	5317	85,000	-	85,000	170,000	-	-	-	New Project in 2009	30.09.01
DOT09-602T	ADOT	MAG regionwide	Elderly and handicapped vehicles	2009	5310	1,000,000	-	250,000	1,250,000	-	-	-	Project Changes: Federal Cost, Local Cost, Total Cost	11.12.04
DOT09-605T	ADOT	MAG regionwide	Support rural transit	2009	5311	65,000	-	50,000	115,000	-	-	-	Project Changes: Federal Cost, Local Cost, Total Cost	11.12.04
DOT10-603T	ADOT	MAG regionwide	Elderly and handicapped vehicles	2010	5310	1,030,000	-	257,500	1,287,500	-	-	-	Project Changes: Federal Cost, Local Cost, Total Cost	11.12.04
DOT10-606T	ADOT	MAG regionwide	Support rural transit	2010	5311	66,950	-	51,500	118,450	-	-	-	Project Changes: Federal Cost, Local Cost, Total Cost	11.12.04
BKY08-807T	Buckeye	East Buckeye	Pre-design for Regional Park-and-Ride	2009	PTF	-	95,930	-	95,930	-	-	-	Project Changes: Year, Fund Type, Federal Cost, Regional Cost, Federal_Type	11.31.04
BKY09-802T	Buckeye	I-10/Miller Rd	Design regional park-and-ride (I-10/Miller Rd)	2010	PTF	-	278,689	-	278,689	-	-	-	Project Changes: Work, Year	11.31.04
BKY09-801T	Buckeye	I-10/Miller Rd	Acquire right of way regional park-and-ride (I-10/Miller Rd)	2010	PTF	-	1,583,463	-	1,583,463	-	-	-	Project Changes: Year	11.32.04
BKY09-803T	Buckeye	I-10/Miller Rd	Reimbursement of acquire land regional park-and-ride (I-10/Miller Rd)	2010	5309	1,266,770	(1,266,770)	-	-	-	-	-	Project Deleted from 2010	11.32.04
BKY10-804T	Buckeye	I-10/Miller Rd	Reimbursement of design regional park-and-ride (I-10/Miller Rd)	2010	5309	222,951	(222,951)	-	-	-	-	-	Project Deleted from 2010	11.31.04
BKY10-805T	Buckeye	I-10/Miller Rd	Construct regional park-and-ride (I-10/Miller Rd)	2011	PTF	-	2,898,201	-	2,898,201	-	-	-	Project Changes: Work, Year	11.33.04
CHN08-802T	Chandler	Arizona Ave/Germann Ave.)	Construct regional park-and-ride (Loop 202/Arizona Ave.)	2008	PTF	-	2,731,833	-	2,731,833	-	-	-	Project Changes: Funding Source	11.33.04
GLN08-816T	Glendale	Regionwide	Purchase Bus: <30 foot - 4 replace (dial-a-ride)	2008	5307	243,200	60,800	-	304,000	-	-	-	Project Changes: Fund Type	11.12.04
GLN09-607T	Glendale	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	2009	5307	136,373	34,093	-	170,466	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
GLN09-802T	Glendale	Regionwide	Purchase bus: < 30 foot - 1 replace (GUS)	2009	5307	68,186	17,046	-	85,232	-	-	-	Project Changes: Work, Federal Cost, Regional Cost, Total Cost	11.12.04
GLN10-805T	Glendale	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	2010	5307	140,464	35,116	-	175,580	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
GDY05-202T	Goodyear	I-10 and Dysart Road	Park and Ride Land Acquisition	2008	STP-Flex	1,409,678	-	352,419	1,762,097	-	-	-	New Project in 2008	11.32.04

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	ALI #
MMA08-805T	Maricopa County	Regionwide	Computer Hardware	2008	5316	55,140	-	13,785	68,925	-	-	-	Project Changes: Fund Type	11.42.07
MMA08-804T	Maricopa County	Regionwide	Purchase bus: <30 foot - 7 replace (STS)	2008	5316	308,000	-	77,000	385,000	-	-	-	Project Changes: Fund Type	30.09.01
MMA08-806T	Maricopa County	Regionwide	Computer Software	2008	5316	61,336	-	15,334	76,670	-	-	-	Project Changes: Fund Type	11.42.08
MMA08-808T	Maricopa County	Regionwide	Operating: Operating Assistance	2008	5317	130,865	-	130,865	261,730	-	-	-	Project Changes: Fund Type	30.90.01
MMA08-807T	Maricopa County	Regionwide	Operating: Operating Assistance	2008	5316	939,127	-	939,129	1,878,256	-	-	-	Project Changes: Fund Type, Local Cost, Total Cost	30.09.01
MMA09-608T	Maricopa County	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	2009	5307	886,423	221,606	-	1,108,029	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
MMA10-610T	Maricopa County	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	2010	5307	842,784	210,696	-	1,053,480	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
MES08-810T	Mesa	US-60 and Country Club	Pre-design for regional park-and-ride	2008	5309	76,744	19,186	-	95,930	-	-	-	Project Changes: Fund Type	11.31.04
MES09-806T	Mesa	US60/Country Club	Acquire right of way regional park-and-ride (US60/Country Club)	2008	5309	1,229,847	307,469	-	1,537,316	-	-	-	Project Changes: Year, Federal Cost, Regional Cost, Total Cost	11.32.04
MES09-807T	Mesa	US60/Country Club	Design regional park-and-ride (US60/Country Club)	2008	5309	216,458	54,114	-	270,572	-	-	-	Project Changes: Year, Federal Cost, Regional Cost, Total Cost	11.31.04
MES08-803T	Mesa	Main St/Mesa Dr	Pre-design regional transit center (6-bay) Main St/Mesa Dr	2009	PTF	-	61,494	-	61,494	-	-	-	Project Changes: Year, Regional Cost, Total Cost	11.31.01
MES10-809T	Mesa	US60/Country Club	Construct regional park-and-ride (US60/Country Club)	2009	5309	2,251,030	562,758	-	2,813,788	-	-	-	Project Changes: Year, Federal Cost, Regional Cost, Total Cost	11.33.04
MES09-804T	Mesa	Main St/Mesa Dr	Acquire right of way regional transit center (6-bay) Main St/Mesa Dr	2010	PTF	-	981,747	-	981,747	-	-	-	Project Changes: Year, Regional Cost, Total Cost	11.32.01
MES09-805T	Mesa	Main St/Mesa Dr	Design regional transit center (6-bay) Main St/Mesa Dr	2010	PTF	-	158,346	-	158,346	-	-	-	Project Changes: Year, Regional Cost, Total Cost	11.31.01
MES10-808T	Mesa	Main St/Mesa Dr	Construct regional transit center (6-bay) (Main St/Mesa Dr)	2011	PTF	-	1,761,444	-	1,761,444	-	-	-	Project Changes: Year, Regional Cost, Total Cost	11.33.01
PEO09-801T	Peoria	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	2009	5307	204,559	51,140	-	255,699	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
PHX08-847T	Phoenix	City of Phoenix	Repayment design Paratransit facility	2008	5309	200,640	-	(200,640)	-	-	-	-	Project Changes: Regional Cost, Local Cost	11.41.03
PHX08-844T	Phoenix	I-17 at Happy Valley	Repayment of Pre-design for regional park and ride	2008	5309	68,722	17,180	-	85,902	-	-	-	Project Changes: Fund Type, Regional Cost, Local Cost	11.31.04
PHX08-845T	Phoenix	Regionwide	Repayment design heavy maintenance facility	2008	5309	200,640	-	(200,640)	-	-	-	-	Project Changes: Work, Fund Type, Regional Cost, Local Cost	11.41.02

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	ALI #
PHX08-808T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 42 replace	2008	5307	15,717,781	3,219,305	-	18,937,086	-	-	-	Project Deleted from 2008	11.12.01
PHX08-846T	Phoenix	West Valley	Repayment construct operating facility (West Valley)	2008	5309	1,003,200	-	(1,003,200)	-	-	-	-	Project Changes: Fund Type, Regional Cost, Local Cost	11.41.06
PHX09-613T	Phoenix	Regionwide	Purchase bus: < 30 foot - 30 replace (dial-a-ride)	2009	5307	2,045,592	511,398	-	2,556,990	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
PHX09-614T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 13 replace	2009	5307	4,782,882	1,254,435	-	6,037,317	-	-	-	Project Changes: Work Description	11.12.01
PHX09-815T	Phoenix	Regionwide	Reimbursement of bus: standard - 5 expand	2009	5307	1,924,409	(1,924,409)	-	-	-	-	-	Project Changes: Work Description	11.13.01
PHX09-816T	Phoenix	Regionwide	Reimbursement of bus: articulated - 5 expand	2009	5307	2,526,645	(2,526,645)	-	-	-	-	-	Project Changes: Work Description	11.13.06
PHX10-617T	Phoenix	Regionwide	Purchase bus: < 30 foot - 5 expand (dial-a-ride)	2010	5307	351,160	-	87,790	438,950	-	-	-	Project Changes: Federal Cost, Local Cost, Total Cost	11.13.04
PHX10-619T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 27 replace	2010	5307	10,424,757	2,490,450	-	12,915,207	-	-	-	Project Changes: Work Description	11.12.01
SCT08-804T	Scottsdale	Scottsdale	Repayment construct intermodal facility	2008	5309	501,600	-	-	501,600	-	-	-	Project Changes: Regional Cost, Total Cost	11.33.03
VMT08-639T	Valley Metro	Regionwide	Advance purchase bus: standard - 8 expand (Gilbert, Power) for repayment in 2009	2008	PTF	-	3,709,704	-	3,709,704	-	-	-	Project Changes: Regional Cost, Local Cost, Total Cost	11.13.06
VMT09-648T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	2009	5307	886,423	221,606	-	1,108,029	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
VMT09-804T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	2009	5307	204,559	51,140	-	255,699	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
VMT09-649T	Valley Metro	Regionwide	Purchase bus: articulated - 14 expand (Arizona Ave BRT, East Mesa Express)	2009	5309	7,454,555	1,526,837	-	8,981,392	-	-	-	Project Changes: Work Description	11.13.07
VMT09-805T	Valley Metro	Regionwide	Purchase bus: standard - 3 expand (East Mesa Express)	2009	5307	1,189,271	243,586	-	1,432,857	-	-	-	Project Changes: Work Description	11.13.01
VMT08-716T	Valley Metro	Regionwide	Install bus stop passenger improvements - 110 sites	2009	PTF	-	1,168,276	-	1,168,276	-	-	-	Project Changes: Year	11.32.20
VMT08-717T	Valley Metro	Regionwide	Install bus stop pull-outs - 10 sites	2009	PTF	-	1,103,275	-	1,103,275	-	-	-	Project Changes: Year	11.33.20
VMT10-659T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	2010	5307	842,784	210,696	-	1,053,480	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
VMT10-661T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 6 replace (rural)	2010	5307	421,392	105,348	-	526,740	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04

TIP/IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	ALI #
VMT10-809T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	2010	5307	210,696	52,674	-	263,370	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	11.12.04
VMR07-701TR	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Final Design (1 of 2)	2008	Local	-	-	2,500,000	2,500,000	3.2	-	-	Project Deleted from 2008	13.71.02
VMR08-804T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Preliminary Engineering/FEIS	2008	Local	-	-	5,500,000	5,500,000	3.2	-	-	Project Deleted from 2008	13.71.01
VMR08-805T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Right-of-Way Acquisition	2008	Local	-	-	32,036,000	32,036,000	3.2	-	-	Project Deleted from 2008	13.75.91
VMR08-806T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction (Operation begins in 2013)	2008	PTF	-	9,749,000	5,705,000	15,454,000	3.2	-	-	Project Deleted from 2008	13.23.01
VMR09-901T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construct Transitway	2009	Local	-	-	21,822,369	21,822,369	-	-	-	New Project in 2009	13.23.01
VMR09-902T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Utility Relocation (Non-Prior Rights)	2009	PTF	-	10,918,000	-	10,918,000	-	-	-	New Project in 2009	13.75.95
VMR09-903T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Utility Relocation (Prior Rights)	2009	Local	-	-	3,598,573	3,598,573	-	-	-	New Project in 2009	13.75.95
VMR09-601TR	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Right-of-Way Acquisition	2009	Local	-	-	18,491,695	18,491,695	-	-	-	Project Changes: Local Cost, Total Cost, Length	13.75.91
VMR09-805T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Design & Environmental	2009	Local	-	-	15,702,268	15,702,268	-	-	-	Project Changes: Work, Local Cost, Total Cost, Length	13.71.02
VMR09-804T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construct Transitway	2009	PTF	-	928,559	-	928,559	-	-	-	Project Changes: Work, Regional Cost, Local Cost, Total Cost, Length	13.23.01
VMR09-806T	VM Rail	Main Street Corridor	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS	2009	CMAQ-Flex	1,856,002	464,001	-	2,320,003	3.2	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost, Length	13.71.01
VMR10-628TR	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Right-of-Way Acquisition	2010	Local	-	-	4,761,612	4,761,612	-	-	-	Project Changes: Local Cost, Total Cost, Length	13.75.91
VMR10-626T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construct Transitway	2010	PTF	-	950,379	-	950,379	-	-	-	Project Changes: Work, Regional Cost, Local Cost, Total Cost, Length	13.23.01

TIP/DN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	ALI #
VMR10-703T	VM Rail	Main Street Corridor	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS	2010	CMAQ-Flex	6,000,000	6,000,000	-	12,000,000	-	-	-	Project Deleted from 2010	13.71.01
VMR10-704T	VM Rail	Tempe	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS	2010	CMAQ-Flex	5,000,000	3,381,403	-	8,381,403	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost	13.71.01

# ***MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review***

**DATE:**

July 8, 2008

**SUBJECT:**

Federal Fiscal Year 2008 MAG Final Closeout and Amendment/Modification to the FY 2008-2012 MAG Transportation Improvement Program

**SUMMARY:**

The Interim Closeout was approved at the June 25, 2008 Regional Council meeting, and included the deferral and deletion of federal funds for 38 projects totaling \$40.05 million, 18 projects to be funded by Closeout Funds totaling \$14.7 million, and a contingency list of four rank ordered projects.

Recently, it was determined that the paving project for Litchfield Park, LPK08-801 and an Intelligent Transportation Systems (ITS) project in Guadalupe, GDL04-201, would not obligate in FY 2008. This increased the requests to defer or delete federal funds from \$40.1 million to approximately \$40.6 million. Table A reflects the approved Project Deferrals and Removal of Funds and the addition of this project. This leaves an unobligated balance for FFY 2008 of \$36.2 million. To balance the fiscally constrained Arterial Life Cycle Program (ALCP), \$21 million in MAG-STP funds will be carried forward to FFY 2009. This would leave a remaining balance of \$15.2million of unobligated funds for closeout. Since the Interim Closeout, the funds for FFY 2008 Closeout have increased from \$14.7 million to \$15.2 million.

The identification of these additional funds for Closeout means that the first project in the rank ordered Contingency List, project VMR08-809T for reimbursement of the light rail construction in the amount of \$326,150, can be funded. For administrative purposes, the funds from VMR08-809T will be programmed into the VMR08-808T, which is shown in Table B.

The remaining balance of unobligated funds is subject to change dependent on member agency deferral notifications and the notification of redistributed obligation authority.

An Amendment/Modification to the FY 2008-2012 MAG Transportation Improvement Program will be necessary if the Final Closeout is approved.

In addition to the Final MAG Closeout projects that are being amended and modified in the 2008-2012 MAG TIP, Maricopa County has requested that an Intelligent Transportation Systems (ITS) project located in western Maricopa County be added to the FY 2008-2012 MAG TIP. This is reflected in Table C.

**PUBLIC INPUT:**

An opportunity for public input was provided at the MAG Transportation Review Committee meeting on June 26, 2008. No public comment was received. An opportunity for public input is also available at the July 9, 2008 MAG Management Committee.

**PROS & CONS:**

PROS: Approval of these recommendations will allow for additional and accelerated transportation projects to be funded in the MAG region.

CONS: There is no guarantee that sufficient funds will be available in the following fiscal year to cover any or all of the deferred projects.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Action to close out the FFY 2008 MAG federally funded program is needed to ensure that all MAG federal funds are fully used in a timely and equitable manner. These actions include any necessary amendments or administrative adjustments to the FY 2008-2012 MAG TIP and the FY 2008 MAG Unified Planning Work Program and Annual Budget to allow the projects to proceed.

POLICY: Previously adopted MAG policies on the allocation of uncommitted and redistributed federal funds to projects have been followed.

**ACTION NEEDED:**

Recommend approval of the FFY 2008 MAG Final Closeout, and recommend amending/modifying the FY 2008-2012 MAG TIP to allow the projects to proceed.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: The MAG Management Committee will meet on July 9, 2008. An update will be provided on action taken by the Committee.

Transportation Review Committee: On June 26, 2008, the TRC recommended approving the Final Closeout of Federal FY 2008, as shown in the attached Tables.

**MEMBERS ATTENDING**

Phoenix: Don Herp for Tom Callow  
ADOT: Kwi-Sung Kang for Floyd Roehrich  
\* Avondale: David Fitzhugh  
Buckeye: Scott Lowe  
Chandler: Dan Cook for Patrice Kraus  
El Mirage: Lance Calvert  
Fountain Hills: Randy Harrel  
\* Gila Bend:  
\* Gila River: David White  
Gilbert: Stephanie Prybl for Tami Ryall  
Glendale: Terry Johnson  
Goodyear: Cato Esquivel  
Guadalupe: Jim Ricker  
Litchfield Park: Mike Cartsonis

Maricopa County: John Hauskins  
Mesa: Brent Stoddard for Scott Butler  
Paradise Valley: Robert M. Cicarelli  
Peoria: David Moody  
Queen Creek: Mark Young  
RPTA: Bob Antilla for Bryan Jungwirth  
Scottsdale: Dave Meinhardt for  
Mary O'Connor  
Surprise: Randy Overmyer  
Tempe: Carlos de Leon  
Valley Metro Rail: John Farry  
Wickenburg: Gary Edwards  
\* Youngtown: Lloyce Robinson

**EX-OFFICIO MEMBERS ATTENDING**

Regional Bicycle Task Force: Maria Deeb  
for Jim Hash  
\* Street Committee: Darryl Crossman  
\* ITS Committee: Mike Mah

Pedestrian Working Group: Brandon Forrey  
\* Transportation Safety Committee:  
Kerry Wilcoxon

\* Members neither present nor represented by proxy.  
# - Attended by Audioconference

+ - Attended by Videoconference

**CONTACT PERSON:**

Eileen O. Yazzie, Transportation Programming Manager, 602.452.5058, eyazzie@mag.maricopa.gov



**MAG FFY08 Final Closeout - Project Deferrals and Deletion of Federal Funds**

**TABLE A**  
**Transportation Policy Committee July 16, 2008**

Defer or Delete	City	ID#	Location	Type of Work	Mode	Fed Fund Amount	Funding Type	Deferral Year	Has this been deferred before?	Total, including this year
<b>DEFER</b>										
Defer	Buckeye	BKY07-703	Various Locations: Yuma Rd, Miller Rd	Pave Dirt Roads	AQ or TDM	\$ 42,350	CMAQ	2009	No	1
Defer	Buckeye	BKY07-704	Various Locations: MC-85/Monroe, Southern Ave, Apache Rd	Pave Dirt Shoulders	AQ or TDM	\$ 113,000	CMAQ	2009	No	1
Defer	Cave Creek	CVK07-601	Townwide	Pave Dirt Road Program	AQ or TDM	\$ 250,000	CMAQ	2009	Yes	2
Defer	Chandler	CHN06-214	Citywide	Install Chandler Fire/Police Department signal system integration and variable message signs	ITS	\$ 300,000	CMAQ	2009	Yes	3
Defer	Chandler	CHN07-601	Commonwealth Ave: Hamilton St. to McQueen Rd	Pave dirt road	AQ or TDM	\$ 325,000	CMAQ	2009	Yes	2
Defer	Chandler	CHN11-710	Western Canal, Bike path at Dobson Rd, Alma School Rd and Arizona Ave	Install three pedestrian actuated crossing signals	Bike & Ped	\$ 271,000	CMAQ	2009	No	1
Defer	Fountain Hills	FTH07-301	Shea Boulevard: Palisades Blvd to Fountain Hills Blvd	Widen for third (westbound) climbing lane and bicycle lane	Street	\$ 1,076,000	STP-MAG	2009	Yes	2
Defer	Ft. McDowell	FTM07-601C	Communitywide	Pave dirt roads program - Construction	AQ or TDM	\$ 475,000	CMAQ	2009	Yes	2
Defer	Gilbert	GLB04-205	Gilbert Rd: US-60 to Guadalupe Rd; and US-60: Dobson Rd to Gilbert Rd	Install fiber & conduit along Gilbert Rd, fiber only along US-60 (joint with Mesa to link ATMS)	ITS	\$ 400,660	CMAQ	2009	Yes	4
Defer	Gilbert	GLB07-302	Eastern Canal: Elliot Rd to Warner Rd (Santan Vista Trail phase II)	Design and construct multi-use path	Bicycle	\$ 500,000	CMAQ	2009	Yes	2
Defer	Gilbert	GLB06-201R	Eastern Canal: Guadalupe Rd to Elliot Rd (Santan Vista Trail phase II)	Design and construct multi-use path	Bicycle	\$ 636,000	CMAQ	2009	Yes	3
Defer	Gilbert	GLB05-107R	Eastern Canal: Baseline Rd to Guadalupe Rd (Santan Vista Trail phase I)	Design and construct multi-use path	Bicycle	\$ 549,769	CMAQ	2009	Yes	4
Defer	Glendale	GLN06-201	Bell Road at Skunk Creek (between 67th and 75th Avenues)	Widen existing bridge to provide pedestrian and bicycle access across bridge.	Bike & Ped	\$ 424,350	CMAQ	2010	Yes	2
Defer	Glendale	GLN07-779	Litchfield Road, Olive Avenue, Greenway Road, 83rd Avenue, 75th Avenue	Pave Dirt Shoulders	AQ or TDM	\$ 133,035	CMAQ	2010	No	1
Defer	Glendale	GLN08-605	Glendale Ave: Loop 101 to Luke AFB	Pave Access points	AQ or TDM	\$ 63,000	CMAQ	2010	No	1
Defer	Goodyear	GDY07-302	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt road	AQ or TDM	\$ 449,600	CMAQ	2009	Yes	2
Defer	Guadalupe	GDL05-202	Guadalupe Rd: Highline Canal to Calle Bella Vista	Add left and right turn lanes, curb, gutter, sidewalks, frontage road, bus stops and cross walks	Street	\$ 500,000	CMAQ	2009	Yes	4
Defer	Litchfield Park	LPK05-101C	Litchfield Road Bypass at Wigwam Boulevard	Construct Bicycle Underpass	Bicycle	\$ 886,420	CMAQ	2009	yes	4

Defer or Delete	City	ID#	Location	Type of Work	Mode	Fed Fund Amount	Funding Type	Deferral Year	Has this been deferred before?	Total, including this year
Defer	Maricopa County	MMA120-06D	Northern Pkwy: US-60 (Grand Ave) to SR-303	Pre-design and design of roadway widening	Street	\$ 3,582,000	STP-MAG	2009	Yes	3
Defer	Maricopa County	MMA120-08RW1	Northern Pkwy: Dysart Rd to SR-303	Acquire right-of-way for roadway widening	Street	\$ 16,084,000	STP-MAG	2009	Yes	2
Defer	Mesa	MES08-603	Longmore: Broadway Rd to Main Street (EVIT)	Design and construct bicycle path to connect Broadway Rd. with the Light Rail Station at Main Street and Sycamore	Bicycle	\$ 1,157,739	CMAQ	2010	No	1
Defer	Mesa	MES08-604	Loop 202 (Red Mtn Fwy)	Design and instal fiber optic and devices and complete connections at network hubs	ITS	\$ 838,700	CMAQ	2010	No	1
Defer	Mesa	MES08-807	ITS Signal Conversions-Phase 3 (Mesa Dr. and Main Street)	Expand fiber-optic network and link 11 traffic signals to the Mesa TMC	ITS	\$ 646,773	CMAQ	2009	No	1
Defer	Peoria	PEO08-602	84th Ave: Peoria Ave to Monroe St	Design & Construct at grade pedestrian improvements	Ped	\$ 1,164,057	CMAQ	2009	Yes	2
Defer	Peoria	PEO06-202C	91st and Olive Avenue	Intersection Widening	Street	\$ 800,000.00	CMAQ	2009	Yes	2
Defer	Phoenix	PHX07-317	Downtown Phoenix Parking Management System	Design Parking Management System (Phase 3)	ITS	\$ 400,000	CMAQ	2009	Yes	2
Defer	Phoenix	PHX07-740	Various Locations	Pave Dirt Roads	AQ or TDM	\$ 1,408,135	CMAQ	2009	No	2
Defer	Phoenix	PHX07-741	Various Locations	Pave Dirt Shoulders	AQ or TDM	\$ 1,204,684	CMAQ	2009	No	1
Defer	Queen Creek	QNC07-746	Hunt Highway: Power Rd to Ellsworth	Pave Dirt Shoulders	AQ or TDM	\$ 204,893	CMAQ	2009	No	1
Defer	Queen Creek	QNC08-803	Queen Creek Town Center	Construct ITS Infrastructure and Traffic Management System	ITS	\$ 550,221	CMAQ	2009	No	1
Defer	Queen Creek	QNC07-745	Chandler Heights Road: Power Road to Hawes Road	Pave Dirt Shoulders	AQ or TDM	\$ 111,691	CMAQ	2009	No	1
Defer	Scottsdale	SCT07-606	Dynamite Blvd: Pima Rd to Alma School	Install vertical curb and gutter	AQ or TDM	\$ 500,000	CMAQ	2009	No	1
Defer	Surprise	SUR08-819	Saguaro View Area	Pave unpaved roads	AQ or TDM	\$ 535,688	CMAQ	2009	No	1
Defer	Surprise	SUR07-325	Various locations	Pave dirt roads	AQ or TDM	\$ 305,520	CMAQ	2009	No	1
Defer	Tempe	TMP08-602	College Avenue Pedestrian Improvements	Construct pedestrian improvements	Ped	\$ 1,550,000	CMAQ	2009	No	1
Defer	Litchfield Park	LPK08-801	Various locations	Pave unpaved alleys	AQ or TDM	\$ 530,979	CMAQ	2009	No	1
Defer	Guadalupe	GDL04-201	8413 S Avenida Del Yaqui	Install emergency signal device at fire station	ITS	\$ 47,000	STP-MAG	2009	Yes	4

#### DELETE FEDERAL FUNDS

Delete	Fountain Hills	FTH08-601	Saguaro Blvd: Colony Dr. to Desert Vista	Pave existing dirt alleys (east side)	AQ or TDM	\$ 133,210	CMAQ	Delete	Project will be completed with local
Delete	Goodyear	GDY07-304	Yuma Rd at Bullard Wash	Construct bridge and approaches	Street	\$ 746,000	STP-MAG	Delete	Project will be
Delete	Goodyear	GDY07-301	Bullard Ave: Yuma Rd to Van Buren St	Pave dirt road	AQ or TDM	\$ 438,000	CMAQ	Delete	Project will be completed with local
Delete	Queen Creek	QNC06-201	Ellsworth at Ocotillo Rd.	Reconstruct intersection to add left turn lanes, curb, gutter, sidewalk and traffic signals	Street	\$ 300,000	CMAQ	Delete	This project is included in an Improvement District Project.

**Total FFY08 Project Deferrals and Deletion of Federal Funds**

**\$ 40,634,474**

**PROJECTS SUBMITTED FOR CLOSEOUT - FFY08**  
**FINAL CLOSEOUT TABLE - B**  
**Transportation Policy Committee July 16, 2008**

Projects Funded for FFY08 Closeout										Closeout Priority & Fiscal Impact			
Submitted on time	TIP #	Name of Agency	Project & Location	Project Description	Current Year	Type of funds	Amount Requested	Close out Priority	Advanced Funds	Additional OR New Fed. Funds			
Yes	PHX11-737	Phoenix	24 <sup>th</sup> St: Chipman Rd to Roeser Rd	Acquire right of way and construct multi-use path	2011	CMAQ	\$ 1,700,000	1 - Advance	\$ 1,700,000				
Yes	TMP09-802	Tempe	Citywide	Purchase and install malfunction management units in all traffic control cabinets.	2009	CMAQ	\$ 135,950	1 - Advance	\$ 135,950				
Yes	TMP11-703	Tempe	Various Locations	Install wireless communications and CCTV monitoring at 26 intersections.	2011	CMAQ	\$ 218,400	1 - Advance	\$ 218,400				
Yes	CHN08-610	Chandler	Loop 101 (Price Freeway) at Galveston Street	Final Design of a multi-use path and bridge over the Loop 101 (Price Freeway) at Galveston Street	2009	CMAQ	\$ 618,608	1 - Advance - Partial Project	\$ 618,608				
Yes	PHX10-632	Phoenix	Salt River: 24th Street to I-10/Tempe Drain	Design & acquire right of way for multi-use path	2010	CMAQ	\$ 400,000	1 - Advance - Partial Project	\$ 400,000				
Yes	AVN11-706FIN	Avondale	Buckeye Road: Avondale Blvd. to 117th Ave. alignment	To design and construct sidewalks and landscaping	2011	CMAQ	\$ 305,900	Advance & Additional Funds	\$ 150,000	\$ 155,900			
Yes	AVN08-624	Avondale	McDowell Rd.: Aqua Fria Bridge to 119th Ave (north side)	Construct pedestrian improvements to the sidewalk on the north side of the roadway.	2008	CMAQ	\$ 302,820	2 - Additional funds		\$ 302,820			
Yes	CHN06-216C1	Chandler	Western Canal: Price Road to Hamilton Street (1 of 2)	Construct a paved pathway along the south bank of the Western Canal	2008	CMAQ	\$ 379,086	2 - Additional funds		\$ 379,086			
Yes	GLN05-501	Glendale	51st Avenue at Northern Avenue	Safety improvements to the 51 <sup>st</sup> /Northern intersection	2008	CMAQ OR STP	\$ 400,000	2 - Additional funds		\$ 400,000			
Yes	GLN07-777	Glendale	51st Avenue at Camelback Rd	Safety improvements to the 51 <sup>st</sup> /Camelback intersection	2008	CMAQ OR STP	\$ 400,000	2 - Additional funds		\$ 400,000			
Yes	MAG08-606	MAG	Regionwide	Purchase PM-10 Street Sweepers	2008	CMAQ	\$ 1,959,471	2 - Additional funds		\$1,959,471			
Yes	SCT08-608	Scottsdale	Indian Bend Wash: Jackrabbit Rd to Chaparral Rd	Add multi-use path and grade-separated crossing	2008	CMAQ	\$ 412,560	2 - Additional funds		\$ 412,560			
Yes	SUR08-806	Surprise	Bell Road and Coyote Lakes, Dysart and 134th Ave.	Provide and install CCTV cameras on existing traffic signals	2008	CMAQ	\$ 8,745	2 - Additional funds		\$ 8,745			

Projects Funded for FFY08 Closeout								Closeout Priority & Fiscal Impact		
Submitted on time	TIP #	Name of Agency	Project & Location	Project Description	Current Year	Type of funds	Amount Requested	Close out Priority	Advanced Funds	Additional OR New Fed. Funds
Yes	TMP04-102	Tempe	Curry Road: Scottsdale Road to McClintock Drive	Design and construct pedestrian facilities	2008	CMAQ	\$ 463,960	2 - Additional funds		\$ 463,960
Yes	CHN08-802	Chandler	Various Locations	Purchase of Autoscope video detection cameras to be placed in various signalized intersections around the City.	NEW	CMAQ	\$ 518,650	3 - NEW		\$ 518,650
Yes	GDY08-800T	Goodyear	I-10 at Litchfield Rd	Acquire land - regional park-and-ride	NEW	CMAQ OR STP-FLEX	\$ 746,000	3 - NEW		\$ 746,000
Yes	GDY08-801T	Goodyear	Citywide	Purchase bus <30 feet - 5 expand	NEW	CMAQ	\$ 438,000	3 - NEW		\$ 438,000
Yes	VMR08-808T*	Valley Metro Rail	Regionwide	Reimbursement for construction activities for the Central Phoenix/East Valley (METRO) light rail transit project	NEW	CMAQ	\$ 5,618,000	3 - NEW		\$5,618,000
*VMR08-808T was approved in the Interim Closeout to be funded at \$5,291,850. Final Closeout identified additional Closeout funds. The first project in the contingency list was VMP08-809T for							Total Projects Recommended for FFY08 Closeout		\$ 15,026,150	

\*VMR08-808T was approved in the Interim Closeout to be funded at \$5,291,850. Final Closeout identified additional Closeout funds. The first project in the contingency list was VMR08-809T for reimbursement of the light rail construction in the amount of \$326,150. For administrative purposes, the funds from VMR08-809T are now included in VMR08-808T. The new federal fund amount for VMR08-808T is \$5,618,000.

Contingency List - Rank Ordered, Recommended and approved by Regional Council to be funded with additional Closout funds								Closeout Priority & Fiscal Impact		
Submitted on time	TIP #	Name of Agency	Project & Location	Project Description	Current Year	Type of funds	Amount Requested	Close out Priority	Advanced Funds	Additional OR New Fed. Funds
No	GLB11-731	Gilbert	Town of Gilbert Heritage District	Design and construction of sidewalks, landscaping and other pedestrian improvements	2011	CMAQ	\$ 420,000	1 - Advance	\$ 420,000	
No	MES13-905	Mesa	Consolidated Canal Multi-Use Path, 8 <sup>th</sup> Street to Lindsay Road	Complete the design and construction of a 10-foot wide concrete pathway.	2013	CMAQ	\$ 1,099,000	1 - Advance	\$ 1,099,000	
No	MES08-807	Mesa	TS Signal Conversions – Phase 3 (Mesa Dr. and Main Street)	Expand fiber-optic network and link 11 traffic signals to the Mesa TMC	2008	CMAQ	\$ 1,908,227	2 - Additional funds		\$1,908,227
Total Projects on Contingency List							\$ 3,427,227			

TABLE C

**Request for Project Change/Amend FY2008-2012 MAG Transportation Improvement Program**  
**Transportation Policy Committee - July 16, 2008**

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
MMA08-940	Maricopa County	Salome Highway, western county line to Interstate-10	ITS Animal Detection System - Pilot Project	2008	12	HURF	\$ 336,500			\$ 336,500	New Project in FY2008 - potential project for FHWA Rural Safety Innovation Program Funding

## ***MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review***

**DATE:**

July 8, 2008

**SUBJECT:**

Proposition 400 Noise Mitigation Funding

**SUMMARY:**

Funding for freeway noise mitigation was set aside as part of Proposition 400. A portion of these funds is targeted for additional noise wall construction along freeways in the MAG area. In May 2007, MAG issued a request for jurisdictions to submit projects for these funds. Based on the preliminary analysis of the 11 projects submitted, the Transportation Policy Committee in October 2007, authorized ADOT to move forward on the more detailed analysis including noise modeling for future conditions. The analysis has now been completed and the final report has been delivered to MAG.

The study found that all of the sites studied were within one dBA for the 64 dBA noise threshold with most of the sites projected to exceed the threshold. ADOT has determined the size of the noise barrier needed to reduce the noise levels to an acceptable level. The cost to construct all 11 noise barriers is estimated to be \$15.6 million, which is within the available funding. The Executive Summary and Findings from the ADOT report are attached.

**PUBLIC INPUT:**

A number of citizens have provided public input concerning the need for additional noise mitigation measures for neighborhoods adjacent to freeways. This input has included representatives from the F.Q. Story neighborhood, which is near I-10 and 7<sup>th</sup> Avenue in Phoenix, the Sun City West neighborhood that is near the Loop 303, and from the Astoria and Greenstone neighborhoods near Cactus Road and Loop 101.

**PROS & CONS:**

**PROS:** The provision of additional noise mitigation at the 11 sites will reduce noise levels and improve the quality of life of the adjacent neighborhoods. Proposition 400 funding was allocated for this purpose.

**CONS:** Construction of the noise mitigation projects may cause other requests for additional noise mitigation measures.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** ADOT has determined that additional noise walls in the 11 locations will reduce the noise levels experienced in the adjacent neighborhoods.

**POLICY:** Proposition 400 established funding for neighborhood mitigation related to freeways.

**ACTION NEEDED:**

Recommend approval that noise barriers be constructed at the 11 sites identified using the Proposition 400 noise mitigation funding.

**PRIOR COMMITTEE ACTIONS:**

This item is on the July 9, 2008 Management Committee agenda. An update will be provided on action taken by the Committee.

On June 26, 2008, the Transportation Review Committee recommended that the noise barriers be constructed at the 11 sites identified using the Proposition 400 noise mitigation funding.

**MEMBERS ATTENDING**

Phoenix: Don Herp for Tom Callow	Maricopa County: John Hauskins
ADOT: Kwi-Sung Kang for Floyd Roehrich	Mesa: Brent Stoddard for Scott Butler
* Avondale: David Fitzhugh	Paradise Valley: Robert M. Cicarelli
Buckeye: Scott Lowe	Peoria: David Moody
Chandler: Dan Cook for Patrice Kraus	Queen Creek: Mark Young
El Mirage: Lance Calvert	RPTA: Bob Antilla for Bryan Jungwirth
Fountain Hills: Randy Harrel	Scottsdale: Dave Meinhart for
* Gila Bend:	Mary O'Connor
* Gila River: David White	Surprise: Randy Overmyer
Gilbert: Stephanie Prybl for Tami Ryall	Tempe: Carlos de Leon
Glendale: Terry Johnson	Valley Metro Rail: John Farry
Goodyear: Cato Esquivel	Wickenburg: Gary Edwards
Guadalupe: Jim Ricker	* Youngtown: Lloyce Robinson
Litchfield Park: Mike Cartsonis	

**EX-OFFICIO MEMBERS ATTENDING**

Regional Bicycle Task Force: Maria Deeb for Jim Hash	Pedestrian Working Group: Brandon Forrey
* Street Committee: Darryl Crossman	* Transportation Safety Committee:
* ITS Committee: Mike Mah	Kerry Wilcoxon

\* Members neither present nor represented by proxy.  
# - Attended by Audioconference

+ - Attended by Videoconference

**CONTACT PERSON:**

Eric Anderson, Transportation Director, (602) 254-6300



# NOISE REDUCTION STUDY WITHIN MARICOPA COUNTY

## FINAL NOISE STUDY TECHNICAL REPORT

JUNE 2008

Prepared for:



**MARICOPA  
ASSOCIATION of  
GOVERNMENTS**

302 N. 1st Avenue  
Suite 300  
Phoenix, AZ 85003

PROJECT NO.: 888 MA 000 H7525 01L

Prepared by:

**AZTEC**

[www.aztec.us](http://www.aztec.us)

TYPSA group



AZTEC Engineering 4561 E. McDowell Road Phoenix, AZ 85008 Ph: 602.454.0402 Fax: 602.454.0403

# **NOISE REDUCTION STUDY WITHIN MARICOPA COUNTY**

## **FINAL NOISE STUDY TECHNICAL REPORT**

**Prepared for**



Maricopa Association of Governments  
302 N. 1st Avenue  
Phoenix, AZ 85003

**Prepared by**



AZTEC Engineering  
4561 East McDowell Road  
Phoenix, AZ 85008

June 2008

## EXECUTIVE SUMMARY

The Maricopa Association of Governments (MAG) has identified several locations where traffic noise could be mitigated using Proposition 400 funds. These funds are intended to mitigate traffic noise in residential areas where the noise levels have increased due to higher traffic volumes on the MAG Regional Freeway System. This would allow for the reduction of traffic noise levels in areas that are not eligible (**lower noise levels than the Arizona Department of Transportation's [ADOT] Noise Abatement Policy Action Level**) for noise mitigation through the normal ADOT process.

Noise level monitoring was conducted to determine the existing noise level conditions. Monitoring was conducted during the morning peak travel time from 5:30 AM to 9:00 AM and afternoon peak travel time from 3:30 PM to 7:00 PM. A peaceful subdivision in Maricopa County is considered quiet at 40 to 50 "A"-weighted decibels (human hearing range). An urban freeway shoulder in Maricopa County is considered noisy at 70 to 80 "A"-weighted decibels (human hearing range). The average monitored noise levels ranged from 50 to 66 "A"-weighted decibels.

Reduction was considered for customers (homes) in the form of noise barriers. The following table summarizes the recommended barrier cost.

BARRIER SUMMARY					
Barrier Description	Jurisdiction	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft <sup>2</sup> )	Barrier Cost*
Barrier 01	Phoenix	1,353	10-14	15,078	\$603,120
Barrier 02	Phoenix	2,738	14-18	41,638	\$1,775,040
Barrier 03	Phoenix	1,521	12-16	23,563	\$1,003,360
Barrier 04	Phoenix	1,452	16-18	24,519	\$867,207
Barrier 05	Peoria	2,693	14-20	44,546	\$1,842,320
Barrier 06	Peoria	5,115	14-20	86,596	\$3,668,440
Barrier 07	Peoria	2,110	12-16	30,553	\$1,222,120
Barrier 08	Scottsdale	1,757	10-18	27,251	\$1,160,320
Barrier 09	Scottsdale	2,125	12-14	29,100	\$1,249,000
Barrier 10	Phoenix	1,899	12-16	24,301	\$992,040
Barrier 11	Maricopa County	2,283	8-16	28,935	\$1,248,720
Total for Barriers:		25,046	8-20	376,080	\$15,631,687

\* The unit cost of barriers was assumed at \$40.00 per square foot.

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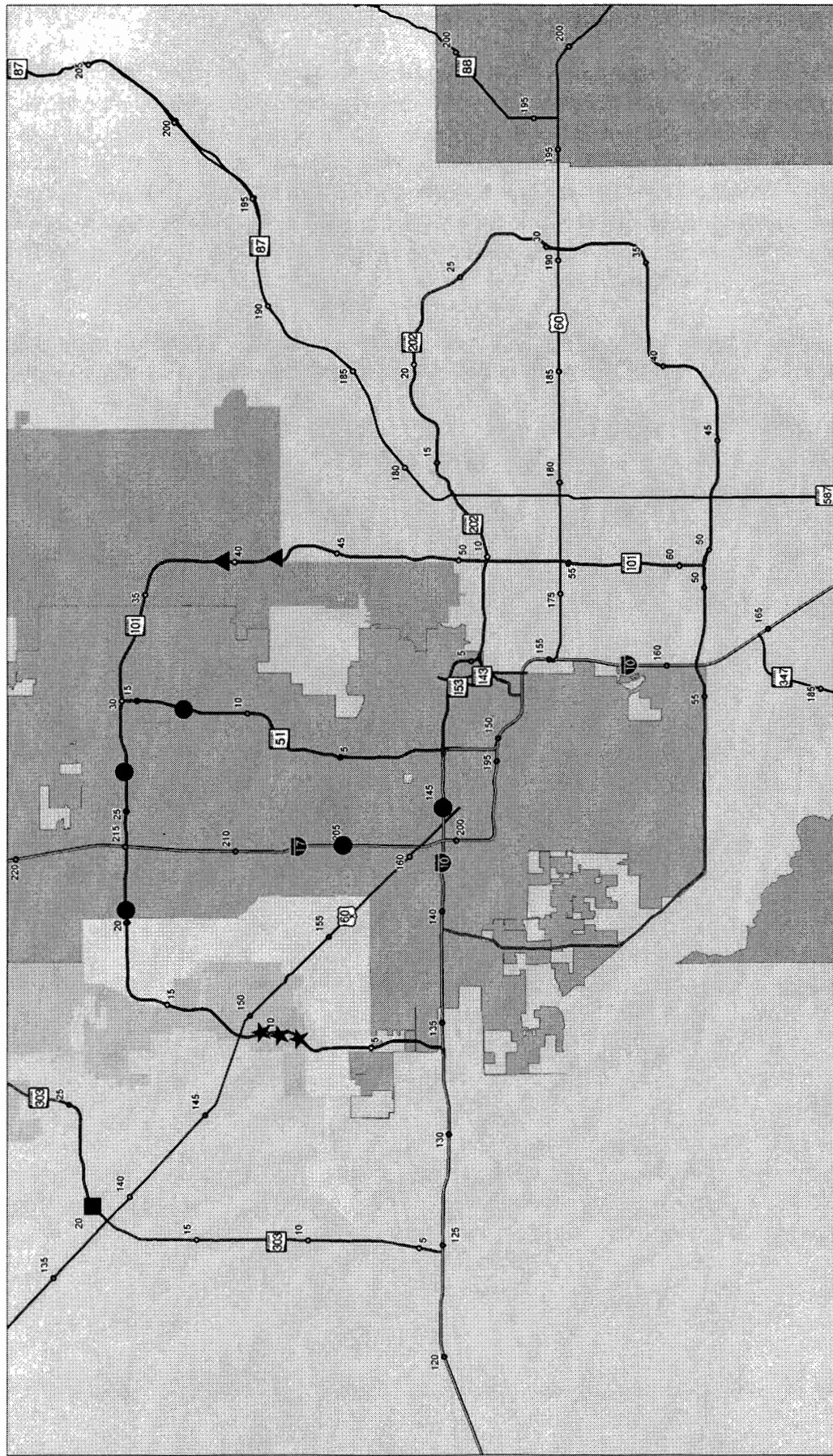
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# 1.0 INTRODUCTION

This noise reduction study was developed to focus on the areas that were chosen as possible noise reduction sites and prioritized accordingly. There were originally 15 proposed noise-sensitive locations submitted by member governments. Upon initial screening, 11 potential noise reduction locations were identified for further noise analysis. The Federal Highway Administration's (FHWA) approved Traffic Noise Model (TNM) 2.5 was used to predict traffic noise levels and to conduct the noise reduction analysis for these 11 locations. The locations for these 11 potential noise reduction areas are shown in Figure 1.

The unit cost of the barriers was assumed at \$40 per square foot and the unit cost for removal of existing privacy wall and noise wall was assumed at \$40 per linear foot.





# POTENTIAL NOISE REDUCTION LOCATIONS

- City of Phoenix
- ▲ City of Scottsdale
- ★ City of Peoria
- Maricopa County

Figure 1. Potential Noise Reduction Locations



## 2.0 POTENTIAL NOISE BARRIER LOCATIONS

Eleven locations (refer to Appendix A) were selected for further noise reduction analysis. These locations were located within the jurisdiction of the City of Phoenix, City of Scottsdale, City of Peoria, and unincorporated portions of Maricopa County.

Noise reduction locations in the **City of Phoenix**:

- I-17 and Camelback Road, southeast corner (SEC)
- Interstate 10 (I-10) 7th Avenue to 15th Avenue, north side
- State Route (SR) 101 (Agua Fria Freeway) and 51st Avenue (SEC)
- SR 101 and 7th Street, northeast corner (NEC)
- SR 51 and Greenway Parkway, northwest corner (NWC)

Noise reduction locations in the **City of Peoria**:

- SR 101, Peoria Avenue to Grand Avenue, east side
- SR 101, Olive Avenue to Peoria Avenue, west side
- SR 101, Northern Avenue to Olive Avenue, west side

Noise reduction locations in the **City of Scottsdale**:

- SR 101 and 90th Street, NWC
- SR 101 and Cactus Road, NWC

Noise reduction location in unincorporated portions of **Maricopa County**:

- SR 303, Deer Valley Road to north of Robertson Drive

## **3.0 GENERAL DESCRIPTION OF NOISE MODELING**

### **3.1 Existing Noise Levels**

Existing noise sensitive land uses in the vicinity of the project limits were identified using land use maps, aerial photography, and site inspection.

Noise level monitoring was conducted to determine the existing noise level conditions (monitor location numbers are labeled “MON” on figures). Monitoring was conducted during the morning peak travel time from 5:30 AM to 9:00 AM and afternoon peak travel time from 3:30 PM to 7:00 PM. The average monitored noise levels ranged from 50 to 66 dBA. Table 1 shows monitoring noise levels for the 26 locations.

The monitoring noise levels represent the general noise environment of the neighborhoods adjacent to the freeways. Detailed noise level monitoring log results are located in Appendix B of this report.

TABLE 1

## Noise Level Monitoring Results

Jurisdiction	Monitor Number	Address/Description	Freeway	First Monitoring Results		Second Monitoring Results <sup>1</sup>			
				Leq, dBA	Time	AM Peak Noise Leq, dBA	Time	PM Peak Noise <sup>3</sup> Leq, dBA	Time
Phoenix	MON-01	NE of West Highland Avenue and Black Canyon Highway frontage road	I-17	66 <sup>2</sup>	2:00-2:20 PM	64	7:00-7:20 AM	63	3:10-3:30 PM
	MON-02	NWC, 9th Avenue and Moreland Street	I-10	59	7:00-7:20 AM	60	5:40-6:00 AM	59	6:10-6:30 PM
	MON-03	NWC, 11th Avenue and Moreland Street	I-10	61	7:30-7:50 AM	62	6:10-6:30 AM	61	6:30-6:50 PM
	MON-04	NWC, 13th Avenue just south of Culver Street	I-10	62 <sup>2</sup>	8:00-8:20 AM	61	6:15-6:35 AM	---	---
	MON-05	4762 West Menadota Drive	SR 101	61 (backyard)	6:35-6:55 AM	57 (frontyard)	7:30-7:50 AM	---	---
Peoria	MON-06	Playground, SEC, West Menadota Drive and North 48th Lane	SR 101	58	6:02-6:22 AM	---	---	52	3:30-3:50 PM
	MON-07	SWC, North 10th Place and East Pontiac Drive	SR 101	62 <sup>2</sup>	1:00-1:20 PM	60	6:10-6:30 AM	59	5:20-5:30 PM
	MON-08	Behind the first row in the Mobile Home Park	SR 101	56	9:20-9:40 AM	60	6:50-7:10 AM	---	---
	MON-09	In front of the first row in the Mobile Home Park	SR 101	62 <sup>2</sup>	9:45-10:05 AM	60	7:15-7:35 AM	60	4:00-4:10 PM
	MON-10	SW of West Yucca Street and North 93rd Avenue	SR 101	59 <sup>2</sup>	10:20-10:40 AM	58	7:15-7:35 AM	---	---
Scottsdale	MON-11	SW of North 92nd Drive and West Sanna Circle	SR 101	59	7:30-7:50 AM	61	8:15-8:35 AM	60	3:30-3:50 PM
	MON-12	SW of North 92nd Drive and West Mountain View Road	SR 101	62	7:55-8:15 AM	63	7:50-8:10 AM	---	---
	MON-13	Northwest of West Mountain View Road between 92nd Drive and 94th Avenue	SR 101	50	8:20-8:40 AM	53	8:25-8:45 AM	---	---
	MON-14	Northwest of 92nd Drive and West Monroe Street	SR 101	61	8:50-9:10 AM	63	7:50-8:10 AM	---	---
	MON-15	Northwest of North 95th Avenue and West Las Palmaritas Drive	SR 101	60	2:25-2:45 PM	64	6:00-6:20 AM	55	3:00-3:10 PM
Phoenix	MON-16	SWC, end of the cul-de-sac at East San Rafael Drive	SR 101	58	9:05-9:25 AM	59	6:20-6:40 AM	53	3:50-4:10 PM
	MON-17	West side of freeway south of East Via Linda	SR 101	59	9:40-10:00 AM	61	6:20-6:40 AM	57	3:25-3:45 PM
	MON-18	SWC, Larkspur Drive and 87th Street	SR 101	58	10:15-10:35 AM	59	7:05-7:25 AM	54	4:20-4:40 PM
	MON-19	SWC, Sweetwater Avenue and 87th Street	SR 101	53	10:40-11:00 AM	56	7:10-7:30 AM	51	4:50-5:10 PM
	MON-20	NWC, East Waltann Lane and 35th Street	SR 51	56	12:15-12:35 PM	56	7:00-7:20 AM	53	4:00-4:10 PM
Maricopa County	MON-21	15435 West Robertson Drive	SR 303	56	6:57-7:17 AM	59	5:50-6:10 AM	57	5:05-5:25 PM
Glendale <sup>4</sup>	MON-22	Northwest of West Kerry Way and North 79th Drive	SR 101	58	10:55-11:15 AM	63	6:00-6:20 AM	55	4:30-4:40 PM
	MON-23	NE of North 77th Avenue and West Escuda Road	SR 101	55	11:30-11:50 AM	59	6:15-6:35 AM	---	---
	MON-24	SE of West Beardsley Road and Arrowhead Lakes Condominiums	SR 101	60 <sup>2</sup>	12:40-1:00 PM	59	6:50-7:10 AM	---	---
	MON-25	SW of North 53rd Avenue and West Escuda Road	SR 101	58	1:10-1:30 PM	61	7:30-7:50 AM	---	---
	MON-26	SW of North 70th Drive and cul-de-sac	SR 101	58 <sup>2</sup>	1:45-2:05 PM	56	6:55-7:15 AM	58	5:30-5:40 PM

Notes: 1. The noise levels in the AM peak are normally greater than in the PM peak, which is due to temperature inversion effects.

2. Some off-peak noise levels are higher than that in the AM peak, which is due to more traffic using frontage and local roads during the off-peak hours.

3. Noise levels were spot checked in PM peak to ensure they are lower than noise levels in AM peak.

4. Noise levels were conducted in the City of Glendale for information purposes only. Noise analysis was excluded because noise barriers have been built in the City.

The modeled noise receiver locations are denoted as "1\_N\_1", where the first "1" is the geographical location number. The "N" means the location is on the northbound direction of the roadway ("S" for the southbound direction of the roadway). The last "1" that follows the "N" (or "S") is a sequential number assigned to the noise receiver.

Table 2 shows the description of the locations and the number of modeled noise receivers in each location. Aerial graphics included in Appendix A shows the locations of the customers.

TABLE 2 LOCATION OF MODELED NOISE RECEIVERS		
Location	Number of Modeled Noise Receivers	Description of Location
01	3	Phoenix, I-17 & Camelback Road (SEC)
02	19	Phoenix, I-10, 7th Avenue to 15th Avenue (north side)
03	21	Phoenix, SR 101 & 51st Avenue (SEC)
04	13	Phoenix, SR 101 & 7th Street (NEC)
05	25	Peoria, SR 101, Peoria Avenue to Grand Avenue (east side)
06	34	Peoria, SR 101, Olive Avenue to Peoria Avenue (west side)
07	17	Peoria, SR 101, Northern Avenue to Olive Avenue (west side)
08	18	Scottsdale, SR 101 & 90th Street (NWC)
09	20	Scottsdale, SR 101 & Cactus Road (NWC)
10	14	Phoenix, SR 51 & Greenway Parkway (NWC)
11	17	Maricopa County, SR 303, Deer Valley Road to north of Robertson Drive
Total Number of Modeled Noise Receivers	201	

### 3.2 TNM 2.5 Modeling and Future Noise Level Impacts

This analysis utilized the FHWA-approved highway noise computer model TNM 2.5 for the noise level computations and noise reduction analysis. FHWA criteria specify that the noisiest condition be modeled. For this project, the noisiest condition is associated with the traffic volume that would result in the Level of Service (LOS) "C" for the operational characteristics of the roadway. Traffic volumes and traffic mix were derived from previous noise studies and Maricopa County traffic projections for 2030. Detailed traffic data for this noise study are shown in Appendix C. Input assumptions for the TNM 2.5 model are shown in Table 3.

TABLE 3 FHWA TNM 2.5 INPUT ASSUMPTIONS		
Item Number	Description	Assumption
1	Ground Type	Hard Soil
2	Pavement Type	Average (TNM 2.5 Default)
3	Modeled Traffic Speed, freeway mainline segment	70 mph
4	Modeled Traffic Speed, ramp segment	55 mph
5	Modeled Traffic Speed, frontage road	50 mph
6	Modeled Traffic Speed, cross street	45 mph
7	Receiver Height Above Ground	5 ft
8	Number of Modeled Noise Receivers	201

The horizontal and vertical geometry of the existing roadway and coordinates for noise receiver locations utilized in this analysis were obtained from Maricopa County Geographic Information System topographic data, as-built plans and digital terrain models. The existing berms, and privacy wall locations, and elevations were identified from aerial photo interpretation and verified by field inspection. The aerial photographs used were taken in 2006.

Per ADOT's direction, noise reduction due to the existing rubberized asphalt (quiet pavement) was taken into account when predicting future noise levels. A 4 dBA noise reduction credit for quiet pavement was applied towards predicted noise levels for modeled locations along SR 101, SR 51, I-17, and I-10. These highways were rubberized as indicated in *Progress Report No. 2 Quiet Pavement Pilot Program*, dated December 2006. For SR 303, there was no indication in the progress report that rubberized pavement was implemented and therefore none was taken into account.

## 4.0 NOISE MODELING RESULTS

The results of the noise modeling and recommended noise reduction are shown in Appendix A and in Tables 4 through 25. The unit cost of the barriers was assumed at \$40 per square foot and the unit cost for removal of existing privacy wall and noise wall was assumed at \$40 per linear foot. In this report, existing privacy walls and noise barriers, which conflict with the new recommended barriers would be assumed to be removed.

### LOCATION 01

Location 01 is located on the SEC between I-17 and Camelback Road in the City of Phoenix. As shown in Table 4, location 01 has three modeled noise receivers, representing approximately 16 adjacent customers. The noise levels at two modeled noise receivers are equal to or greater than 64 dBA, representing approximately five impacted customers.

TABLE 4 PREDICTED NOISE LEVEL RESULTS LOCATION 01					
Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
1_N_1/MON-01	66	73	63	10	Barrier 01
1_N_2		59	55	4	
1_N_3		70	61	9	
- Modeled Receivers > 64 dBA					

Noise receivers 1\_N\_1/MON-01, 1\_N\_2, and 1\_N\_3 represent the common outdoor activity areas of the two-story condominium. Noise reduction was considered for this condominium since the predicted noise levels are above 64 dBA.

Barrier 01 is recommended for customers at this condominium. Barrier 01 is a combination of two overlapping separate barriers. Due to access road constraints, one separate barrier was designed between the frontage road and freeway mainline. Barrier 01 would provide noise attenuation for five impacted customers on the first row. The height of the barrier would be approximately 10 to 14 feet. The barrier cost is shown in Table 5.

TABLE 5 BARRIER SUMMARY LOCATION 01				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft <sup>2</sup> )	Barrier Cost
Barrier 01 (Phoenix, I-17 and Camelback Road)	1,353	10-14	15,078	\$603,120

## LOCATION 02

Location 02 is a historic neighborhood located on the north side of I-10 between 7th Avenue and 15th Avenue in the City of Phoenix. There is an existing noise barrier along the 7th Avenue on-ramp with heights of 9 to 10 feet as measured on the residential side. As shown in Table 6, location 02 has 19 modeled noise receivers, representing approximately 57 adjacent customers. The noise levels at 16 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 51 impacted customers.

TABLE 6 PREDICTED NOISE LEVEL RESULTS LOCATION 02					
Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
2 W 1		64	63	1	Barrier 02
2 W 2		64	61	3	
2 W 3		64	62	2	
2 W 4		61	58	3	
2 W 5/MON-02	60	65	62	3	
2 W 6		65	62	3	
2 W 7		62	59	3	
2 W 8		66	63	3	
2 W 9		63	59	4	
2 W 10		67	63	4	
2 W 11/MON-03	62	68	63	5	
2 W 12		65	60	5	
2 W 13		66	61	5	
2 W 14		66	62	4	
2 W 15		66	62	4	
2 W 16/MON-04	62	65	61	4	
2 W 17		64	61	3	
2 W 18		64	62	2	
2 W 19		67	66	1	
- Modeled Receivers ≥ 64 dBA					

Barrier 02 is recommended for customers in this neighborhood. Barrier 02 is a combination of two overlapping noise walls, which are designed at the location of the existing noise barrier along the ramp and on the berm area. Barrier 02 would provide noise attenuation for 50 impacted customers. The height of the barrier would be approximately 14 to 18 feet on the residential side. The barrier cost is shown in Table 7.

TABLE 7 BARRIER SUMMARY LOCATION 02				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft <sup>2</sup> )	Barrier Cost
Barrier 02 (Phoenix, I-10, 7th Avenue to 15th Avenue)	2,738	14-18	41,638	\$1,775,040*
* Barrier cost includes remove and replace fee of \$109,520 for the existing noise barrier (2,738 ft).				



## LOCATION 03

Location 03 is located on the SEC at SR 101 & 51st Avenue in the City of Phoenix. As shown in Table 8, location 03 has 21 modeled noise receivers, representing approximately 80 adjacent customers. The noise levels at 15 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 56 impacted customers.

TABLE 8 PREDICTED NOISE LEVEL RESULTS LOCATION 03					
Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
3 E 1		66	59	7	Barrier 03
3 E 2		66	60	6	
3 E 3		65	60	5	
3 E 4		66	60	6	
3 E 5/MON-05	61	67	60	7	
3 E 6		67	61	6	
3 E 7		67	61	6	
3 E 8		66	61	5	
3 E 9		64	63	1	
3 E 10		62	61	1	
3 E 11		58	57	1	
3 E 12		58	56	2	
3 E 13		59	58	1	
3 E 14		62	62	0	
3 E 15		63	61	2	
3 E 16		64	61	3	
3 E 17		64	60	4	
3 E 18/MON-06	58	65	59	6	
3 E 19		66	63	3	
3 E 20		64	60	4	
3 E 21		64	61	3	
- Modeled Receivers ≥ 64 dBA					

- Modeled Receivers  $\geq$  64 dBA

Barrier 03 is recommended for customers in this neighborhood. Barrier 03 would replace the existing 8 foot privacy wall and wrap around the corner area on both ends of the neighborhood. Barrier 03 would provide noise attenuation for 56 impacted customers. The height of the barrier would be approximately 12 to 16 feet. The barrier cost is shown in Table 9.

TABLE 9 BARRIER SUMMARY LOCATION 03				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft <sup>2</sup> )	Barrier Cost
Barrier 03 (Phoenix, SR 101 & 51st Avenue, SEC)	1,521	12-16	23,563	\$1,003,360*

\* Barrier cost includes remove and replace fee of \$60,840 for the existing privacy wall (1,521 ft).

## LOCATION 04

Location 04 is located at the NEC at SR 101 & 7th Street in the City of Phoenix. As shown in Table 10, location 04 has 13 modeled noise receivers, representing approximately 44 adjacent customers. The noise levels at 13 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 44 impacted customers.

TABLE 10 PREDICTED NOISE LEVEL RESULTS LOCATION 04					
Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
4 W 1		68	62	6	Barrier 04
4 W 2		68	62	6	
4 W 3/MON-07	62	68	63	5	
4 W 4		67	63	4	
4 W 5		65	61	4	
4 W 6		68	63	5	
4 W 7		68	61	7	
4 W 8		67	61	6	
4 W 9		67	61	6	
4 W 10		67	61	6	
4 W 11		67	63	4	
4 W 12		67	65	2	
4 W 13		66	64	2	

- Modeled Receivers ≥ 64 dBA

Barrier 04 is recommended for customers in this neighborhood. Barrier 04 would replace the existing 8 foot privacy wall and wrap around the corner area on both ends of the neighborhood. Barrier 04 would provide noise attenuation for 41 impacted customers. The height of the barrier would be approximately 16 to 18 feet. The barrier cost is shown in Table 11.

TABLE 11 BARRIER SUMMARY LOCATION 04				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft <sup>2</sup> )	Barrier Cost
Barrier 04 (Phoenix, SR 101 & 7th Street, NEC)	1,452	16-18	24,519	\$867,207*

\* Barrier cost includes remove and replace fee of \$58,080 for the existing privacy wall (1,452 ft).

## LOCATION 05

Location 05 is located on the east side of SR 101 between Peoria Avenue and Grand Avenue in the City of Peoria. As shown in Table 12, location 05 has 25 modeled noise receivers, representing approximately 63 adjacent customers. The noise levels at 20 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 52 impacted customers.

TABLE 12 PREDICTED NOISE LEVEL RESULTS LOCATION 05					
Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
5 N 1		67	62	5	Barrier 05
5 N 2		68	62	6	
5 N 3		67	62	5	
5 N 4/MON-08	60	67	62	5	
5 N 5		67	62	5	
5 N 6		65	61	4	
5 N 7		66	62	4	
5 N 8		67	62	5	
5 N 9/MON-09	62	67	62	5	
5 N 10		67	62	5	
5 N 11		65	61	4	
5 N 12		63	59	4	
5 N 13		65	59	6	
5 N 14		65	59	6	
5 N 15		65	60	5	
5 N 16		63	59	4	
5 N 17		64	60	4	
5 N 18		65	62	3	
5 N 19		63	61	2	
5 N 20		61	59	2	
5 N 21		63	59	4	
5 N 22		65	60	5	
5 N 23/MON-10	59	67	61	6	
5 N 24		66	60	6	
5 N 25		66	60	6	

- Modeled Receivers  $\geq$  64 dBA

Barrier 05 is recommended at the existing noise wall location with an extension approximately 1,180 feet to the north of the existing wall terminus. Barrier 05 would provide noise attenuation for 52 impacted customers. The height of the barrier would be approximately 14 to 20 feet. The barrier cost is shown in Table 13.

TABLE 13 BARRIER SUMMARY LOCATION 05				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft <sup>2</sup> )	Barrier Cost
Barrier 05 (Peoria, SR 101, Peoria Avenue to Grand Avenue)	2,693	14-20	44,546	\$1,842,320*

\* Barrier cost includes remove and replace fee of \$60,480 for the existing noise barrier (1,512 ft).

## LOCATION 06

Location 06 is located on the west side of SR 101 between Olive Avenue and Peoria Avenue in the City of Peoria. As shown in Table 14, location 06 has 34 modeled noise receivers, representing approximately 70 adjacent customers. The noise levels at 34 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 70 impacted customers.

TABLE 14 PREDICTED NOISE LEVEL RESULTS LOCATION 06					
Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
6 N 1		65	64	1	Barrier 06
6 N 2		66	60	6	
6 N 3		67	59	8	
6 N 4/MON-11	61	69	61	8	
6 N 5		69	62	7	
6 N 6		68	63	5	
6 N 7		69	63	6	
6 N 8		68	63	5	
6 N 9		69	63	6	
6 N 10		69	62	7	
6 N 11		68	63	5	
6 N 12		68	62	6	
6 N 13		68	62	6	
6 N 14		67	62	5	
6 N 15		67	62	5	
6 N 16		68	63	5	
6 N 17		68	62	6	
6 N 18/MON-12	63	68	62	6	
6 N 19/MON-13	53	64	60	4	
6 N 20		68	62	6	
6 N 21		67	62	5	
6 N 22		68	63	5	
6 N 23		68	62	6	
6 N 24		69	63	6	
6 N 25		69	63	6	
6 N 26		69	63	6	
6 N 27		69	63	6	
6 N 28		70	63	7	
6 N 29		69	63	6	
6 N 30/MON-14	63	71	62	9	
6 N 31		68	63	5	
6 N 32		69	62	7	
6 N 33		68	60	8	
6 N 34		67	60	7	

- Modeled Receivers ≥ 64 dBA

Barrier 06 is recommended for customers in this neighborhood. Barrier 06 would replace the existing 8 foot privacy wall and wrap around the corner area on both ends of the neighborhood. Barrier 06 would provide noise attenuation for 68 impacted customers. The height of the barrier would be approximately 14 to 20 feet. The barrier cost is shown in Table 15.

TABLE 15 BARRIER SUMMARY LOCATION 06				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft <sup>2</sup> )	Barrier Cost
Barrier 06 (Peoria, SR 101, Olive Avenue to Peoria Avenue)	5,115	14-20	86,596	\$3,668,440
* Barrier cost includes remove and replace fee of \$204,600 for the existing privacy wall (5,115 ft).				

## LOCATION 07

Location 07 is located on the west side of SR 101 between Northern Avenue and Olive Avenue in the City of Peoria. As shown in Table 16, location 07 has 17 modeled noise receivers, representing approximately 42 adjacent customers. The noise levels at seven modeled noise receivers are equal to or greater than 64 dBA, representing approximately 13 impacted customers.

TABLE 16 PREDICTED NOISE LEVEL RESULTS LOCATION 07					
Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
7 N 1		59	56	3	Barrier 07
7 N 2		59	57	2	
7 N 3		61	58	3	
7 N 4		63	59	4	
7 N 5/MON-15	64	68	62	6	
7 N 6		67	62	5	
7 N 7		65	60	5	
7 N 8		63	59	4	
7 N 9		69	62	7	
7 N 10		71	63	8	
7 N 11		68	63	5	
7 N 12		65	62	3	
7 N 13		61	59	2	
7 N 14		59	57	2	
7 N 15		58	57	1	
7 N 16		59	59	0	
7 N 17		60	60	0	
- Modeled Receivers ≥ 64 dBA					

Barrier 07 is recommended for an elementary school and adjacent customers located on the west side of 95th Avenue. The barrier was not recommended for customers on the north side of Butler Drive because two rows of 30-foot-high commercial buildings and a 9-foot privacy wall exist, which provides shielding effects for these customers. Barrier 07 would provide noise attenuation for 13 impacted customers. The height of the barrier would be approximately 12 to 16 feet. The barrier cost is shown in Table 17.

TABLE 17 BARRIER SUMMARY LOCATION 07				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft <sup>2</sup> )	Barrier Cost
Barrier 07 (Peoria, SR 101, Northern Avenue to Olive Avenue)	2,110	12-16	30,553	\$1,222,120

## LOCATION 08

Location 08 is located on the NWC at SR 101 and 90th Street in City of Scottsdale. As shown in Table 18, location 08 has 18 modeled noise receivers, representing approximately 52 adjacent customers. The noise levels at three modeled noise receivers are equal to or greater than 64 dBA, representing approximately eight impacted customers.

TABLE 18 PREDICTED NOISE LEVEL RESULTS LOCATION 08					
Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
8 S 1		57	56	1	Barrier 08
8 S 2		58	56	2	
8 S 3		63	58	5	
8 S 4/MON-16	59	65	60	5	
8 S 5		65	60	5	
8 S 6		62	58	4	
8 S 7		63	60	3	
8 S 8		59	59	0	
8 S 9		58	58	0	
8 S 10		61	59	2	
8 S 11		59	58	1	
8 S 12		60	59	1	
8 S 13		61	60	1	
8 S 14		60	60	0	
8 S 15		56	56	0	
8 S 16		57	57	0	
8 S 17		54	54	0	
8 S 18/MON-17	61	65	64	1	

- Modeled Receivers ≥ 64 dBA

Barrier 08 is recommended for adjacent customers on the southbound side of the freeway. Barrier 08 would provide noise attenuation for eight impacted customers. The height of the barrier would be approximately 10 to 18 feet as measured from the freeway side. The barrier cost is shown in Table 19.

TABLE 19 BARRIER SUMMARY LOCATION 08				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft <sup>2</sup> )	Barrier Cost
Barrier 08 (Scottsdale, SR 101 & 90th Street)	1,757	10-18	27,251	\$1,160,320*
* Barrier cost includes remove and replace fee of \$70,280 for the existing noise barrier (1,757 ft).				

## LOCATION 09

Location 09 is located on the NWC at SR 101 and Cactus Road in the City of Scottsdale. As shown in Table 20, location 09 has 20 modeled noise receivers, representing approximately 31 adjacent customers. The noise levels for all modeled noise receivers are less than 64 dBA, therefore no impacted customers exist in this neighborhood.

TABLE 20 PREDICTED NOISE LEVEL RESULTS LOCATION 09					
Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
9 S 1		58	56	2	Barrier 09
9 S 2		55	54	1	
9 S 3		62	60	2	
9 S 4		57	55	2	
9 S 5		63	60	3	
9 S 6		57	55	2	
9 S 7		63	60	3	
9 S 8		58	55	3	
9 S 9		62	60	2	
9 S 10		57	55	2	
9 S 11		62	60	2	
9 S 12		57	55	2	
9 S 13		61	60	1	
9 S 14		58	56	2	
9 S 15		59	58	1	
9 S 16		61	60	1	
9 S 17		58	57	1	
9 S 18		55	55	0	
9 S 19/MON-18	56	61	59	2	
9 S 20/MON-19	56	57	56	1	

- Modeled Receivers ≥ 64 dBA



Barrier 09 is evaluated for adjacent customers on the southbound side of the freeway. The height of the barrier would need to be approximately 12 to 14 feet high to achieve a 3 dBA noise reduction. Barrier 09 would replace the existing 8 foot privacy wall and connect to the existing 11-foot-high noise barrier to the north. Because of this comparatively low predicted noise levels, further evaluation may be needed to justify the feasibility for this noise barrier. The barrier cost is shown in Table 21.

TABLE 21 BARRIER SUMMARY LOCATION 09				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft <sup>2</sup> )	Barrier Cost
Barrier 09 (Scottsdale, SR 101 & Cactus Road)	2,125	12-14	29,100	\$1,249,000*
* Barrier cost includes remove and replace fee of \$85,000 for the existing privacy wall (2,125 ft).				

## LOCATION 10

Location 10 is located on the NWC of SR 51 and Greenway Parkway in the City of Phoenix. As shown in Table 22, location 10 has 14 modeled noise receivers, representing approximately 22 adjacent customers. The noise level at one modeled noise receiver is equal to or greater than 64 dBA, representing approximately two impacted customers.

TABLE 22 PREDICTED NOISE LEVEL RESULTS LOCATION 10					
Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
10 S 1		59	58	1	Barrier 10
10 S 2		58	57	1	
10 S 3		58	56	2	
10 S 4		58	56	2	
10 S 5		56	54	2	
10 S 6		58	55	3	
10 S 7		58	56	2	
10 S 8		57	55	2	
10 S 9		57	55	2	
10 S 10/MON-20	56	59	56	3	
10 S 11		58	56	2	
10 S 12		59	56	3	
10 S 13		62	59	3	
10 S 14		64	59	5	
- Modeled Receivers ≥ 64 dBA					

Barrier 10 is recommended to protect customers adjacent to the westbound side of the freeway. Barrier 10 would provide noise attenuation for two impacted customers. The height of the barrier would be approximately 12 to 16 feet. It would be designed at the existing noise barrier location on the south end and extend along the existing berm area and connect to the existing noise barrier to the north. The barrier cost is shown in Table 23.

TABLE 23 BARRIER SUMMARY LOCATION 10				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft <sup>2</sup> )	Barrier Cost
Barrier 10 (Phoenix, SR 51 & Greenway Parkway)	1,899	12-16	24,301	\$992,040*
* Barrier cost includes remove and replace fee of \$20,000 for the existing noise barrier (500 ft).				

## LOCATION 11

Location 11 is located on the southbound side of SR 303 between Deer Valley Road and north of Robertson Drive in unincorporated portions of Maricopa County. As shown in Table 24, location 11 has 17 modeled noise receivers, representing approximately 20 adjacent customers. The noise levels at 16 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 19 impacted customers.

TABLE 24 PREDICTED NOISE LEVEL RESULTS LOCATION 11					
Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure
	Monitored	TNM 2.5 Model			
		Unmitigated	Mitigated	Insertion Loss	
11 E 1		66	63	3	Barrier 11
11 E 2		67	63	4	
11 E 3		68	63	5	
11 E 4		68	63	5	
11 E 5		69	63	6	
11 E 6		72	63	9	
11 E 7		70	63	7	
11 E 8		69	62	7	
11 E 9		70	62	8	
11 E 10		69	61	8	
11 E 11		67	61	6	
11 E 12		62	59	3	
11 E 13		65	60	5	
11 E 14		65	61	4	
11 E 15		65	60	5	
11 E 16		67	62	5	
11 E 17/MON-21	59	70	63	7	

- Modeled Receivers ≥ 64 dBA

Barrier 11 is recommended for customers in this neighborhood. The barrier would replace the existing 5 to 6 foot privacy wall. Barrier 11 would provide noise attenuation for 19 impacted customers. The height of the barrier would be approximately 8 to 16 feet. The barrier cost is shown in Table 25.

TABLE 25 BARRIER SUMMARY LOCATION 11				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft <sup>2</sup> )	Barrier Cost
Barrier 11 (Maricopa County, SR 303, Deer Valley Road and North of Robertson Drive)	2,283	8-16	28,935	\$1,248,720*
* Barrier cost includes remove and replace fee of \$91,320 for the existing privacy wall (2,283 ft).				

## 5.0 CONCLUSION

This final noise study technical report evaluates the noise levels and makes noise reduction recommendations for 11 potential noise barrier locations within Maricopa County. Barriers are recommended for customers in Location 01 through Location 11. Table 26 summarizes the recommended noise barriers.

Table 26 BARRIER SUMMARY					
Barrier Description	Jurisdiction	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft <sup>2</sup> )	Barrier Cost
Barrier 01	Phoenix	1,353	10-14	15,078	\$603,120
Barrier 02	Phoenix	2,738	14-18	41,638	\$1,775,040
Barrier 03	Phoenix	1,521	12-16	23,563	\$1,003,360
Barrier 04	Phoenix	1,452	16-18	24,519	\$867,207
Barrier 05	Peoria	2,693	14-20	44,546	\$1,842,320
Barrier 06	Peoria	5,115	14-20	86,596	\$3,668,440
Barrier 07	Peoria	2,110	12-16	30,553	\$1,222,120
Barrier 08	Scottsdale	1,757	10-18	27,251	\$1,160,320
Barrier 09	Scottsdale	2,125	12-14	29,100	\$1,249,000
Barrier 10	Phoenix	1,899	12-16	24,301	\$992,040
Barrier 11	Maricopa County	2,283	8-16	28,935	\$1,248,720
Total for Barriers:		25,046	8-20	376,080	\$15,631,687

Appendix A provides the locations of the recommended noise barriers. The recommended barrier locations and endpoints in this report are for illustrative purposes only and are subject to adjustment during final design.

# ***MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review***

**DATE:**

July 8, 2008

**SUBJECT:**

Use of I-10 for High Capacity Transit

**SUMMARY:**

A high capacity transit project serving the I-10 west corridor, the Capitol Mall area, and connecting with the light rail system in downtown Phoenix was included in the Regional Transportation Plan. Valley Metro Rail (VMR) is conducting the required Alternatives Analysis (AA) for this project. The AA will result in the selection of a locally preferred alternative that includes the definition of the alignment and technology to be used for the project. The selected technology will likely to be light rail or bus rapid transit. The findings of the AA have determined that the alignment may be in the I-10 corridor from approximately the I-10/I-17 interchange and 79th Avenue. The Environmental Impact Statement (EIS) for I-10, which was completed in 1977, designated the 50-foot open median of this section of I-10 for possible public transit use. Since the project, once built, will utilize space in the corridor for dedicated transit use, VMR is requesting that MAG recommend that the high capacity transit project be located in this section of the I-10 corridor. Please review to the attached memorandum from Valley Metro Rail for more information.

**PUBLIC INPUT:**

No public input on this item has been made at MAG.

**PROS & CONS:**

**PROS:** The use of the available space in the I-10 west corridor could result in lower project costs and higher speed transit service.

**CONS:** Using the available space in the I-10 west corridor reduces the ability to add more vehicle lanes on this section of I-10.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The AA conducted by VMR found that this alternative has the greatest ability to fulfill the goals and objectives outlined in the purpose and need statement for this project. These goals include: 1) Added peak period travel capacity; 2) Access to corridor destinations and employment in the area of downtown and the State Capitol; 3) Transit system connectivity; 4) Cost-effectiveness; 5) Reinforcement of downtown/State Capitol economic development opportunities; and 6) Technical feasibility.

**POLICY:** The EIS that was prepared for I-10 in 1977 reserved space in the corridor for possible public transit use. In the Overview of the Proposed I-10 Project, the 1977 EIS stated "In addition, the minimum 50-foot median width would also be sufficient to permit construction of other modes of transportation, such as an exclusive busway or fixed guideway transit system with on-line stations stops at some time in the future, as warranted by demand. The Phoenix City Council and the Valley Metro Board have acted to adopt the I-10 Freeway Right of Way, west of I-17, as the Locally Preferred Alternative (LPA) for high capacity transit improvements.

**ACTION NEEDED:**

Recommend adoption of the I-10 Freeway Right of Way, west of I-17, as the Locally Preferred Alternative for high capacity transit improvements.

**PRIOR COMMITTEE ACTIONS:**

This item is on the July 9, 2008 Management Committee agenda. An update will be provided on action taken by the Committee.

On June 26, 2008, the Transportation Review Committee recommended adoption of the I-10 Freeway Right of Way, west of I-17, as the Locally Preferred Alternative for high capacity transit improvements.

**MEMBERS ATTENDING**

Phoenix: Don Herp for Tom Callow  
ADOT: Kwi-Sung Kang for Floyd Roehrich  
\* Avondale: David Fitzhugh  
Buckeye: Scott Lowe  
Chandler: Dan Cook for Patrice Kraus  
El Mirage: Lance Calvert  
Fountain Hills: Randy Harrel  
\* Gila Bend:  
\* Gila River: David White  
Gilbert: Stephanie Prybl for Tami Ryall  
Glendale: Terry Johnson  
Goodyear: Cato Esquivel  
Guadalupe: Jim Ricker  
Litchfield Park: Mike Cartsonis

Maricopa County: John Hauskins  
Mesa: Brent Stoddard for Scott Butler  
Paradise Valley: Robert M. Cicarelli  
Peoria: David Moody  
Queen Creek: Mark Young  
RPTA: Bob Antilla for Bryan Jungwirth  
Scottsdale: Dave Meinhart for  
Mary O'Connor  
Surprise: Randy Overmyer  
Tempe: Carlos de Leon  
Valley Metro Rail: John Farry  
Wickenburg: Gary Edwards  
\* Youngtown: Lloyce Robinson

**EX-OFFICIO MEMBERS ATTENDING**

Regional Bicycle Task Force: Maria Deeb  
for Jim Hash  
\* Street Committee: Darryl Crossman  
\* ITS Committee: Mike Mah

Pedestrian Working Group: Brandon Forrey  
\* Transportation Safety Committee:  
Kerry Wilcoxon

\* Members neither present nor represented by proxy.  
# - Attended by Audioconference

+ - Attended by Videoconference

**CONTACT PERSON:**

Eric Anderson, Transportation Director, (602) 254-6300



# BOARD MEMO

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## AGENDA ITEM 5A

**To:** Chairman Simplot and Members of the METRO Board of Directors

**Through:** Richard J. Simonetta, Chief Executive Officer

**From:** Wulf Grote, P.E., Director, Project Development

**Date:** June 11, 2008

**Re:** I-10 West Corridor Update and Recommendations

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### PURPOSE

The purpose of this memorandum is to request that the Board approve the staff recommendation for a Locally Preferred Alternative (LPA) for high capacity transit in the I-10 West Corridor west of I-17. In addition, this memorandum also updates the Board on future actions that will be required to proceed with the I-10 West Corridor study.

### BACKGROUND/DISCUSSION

METRO, in cooperation with the City of Phoenix and the Federal Transit Administration (FTA), is conducting an approximately 18-month study to analyze potential high-capacity transit improvements in the I-10 West study area that encompasses portions of Western Phoenix and Tolleson. The study area is bounded by 7<sup>th</sup> Street to the east, the Loop 101 (Agua Fria) Freeway on the west, Thomas Road on the north, and Buckeye Road on the south.

As part of the process to request funding from the FTA, the project is undergoing an Alternatives Analysis that involves a two-tiered technical evaluation with input from project stakeholders and the general public. The first evaluation tier is based on alternatives derived from an overall review of the project goals and involves a fatal flaw/qualitative analysis. The second tier of analysis serves to more closely evaluate remaining alternatives with additional and more quantitative criteria. The Alternatives Analysis will result in a recommendation known as the "Locally Preferred Alternative" and will include specifics regarding the preferred alignment and transit mode.

Primary project goals include:

- Added peak period travel capacity (mobility and mode choice);
- Access to corridor destinations and employment in the area of downtown and the State Capitol;
- Transit system connectivity;



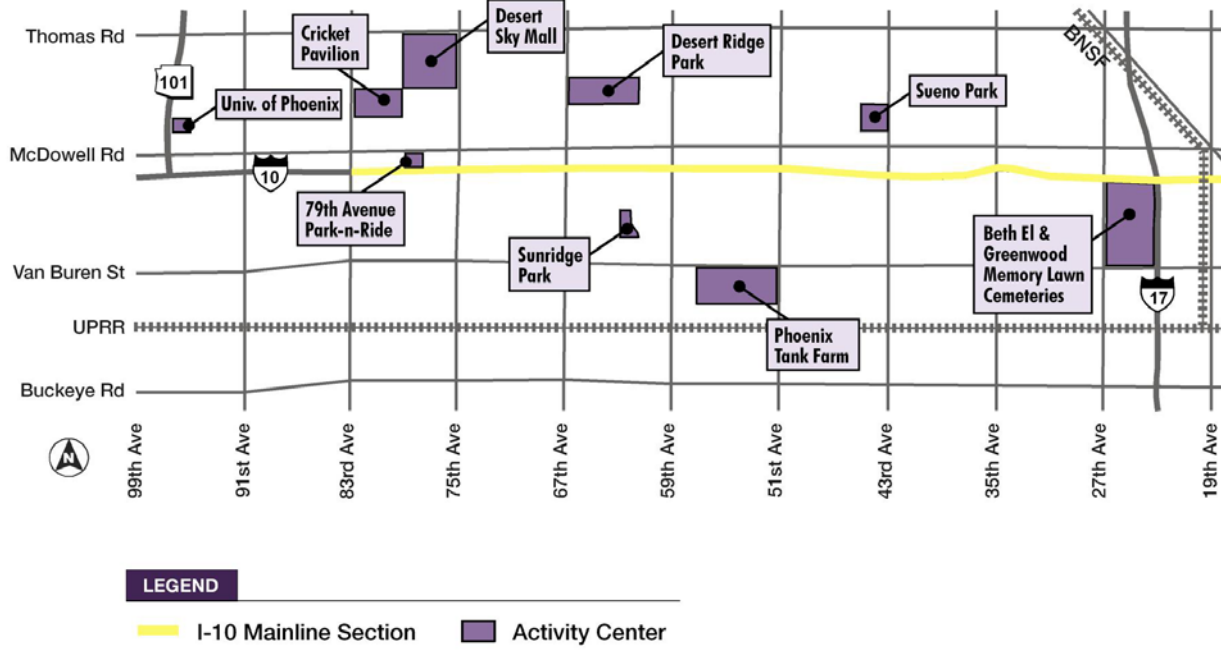
- Cost-effectiveness;
- Reinforcement of downtown/State Capitol economic development opportunities; and
- Technical feasibility.

Based on land uses within the study area, the I-10 West Corridor was categorized into two distinct areas: west of 27<sup>th</sup> Avenue and east of 27<sup>th</sup> Avenue. The section west of 27<sup>th</sup> Avenue, known as the Mainline Section, serves as the east-west connection from the west valley to downtown Phoenix. The section east of 27<sup>th</sup> Avenue, the Downtown Section, serves as the connection between the Mainline Section, downtown Phoenix, and the Central Phoenix/East Valley starter line.

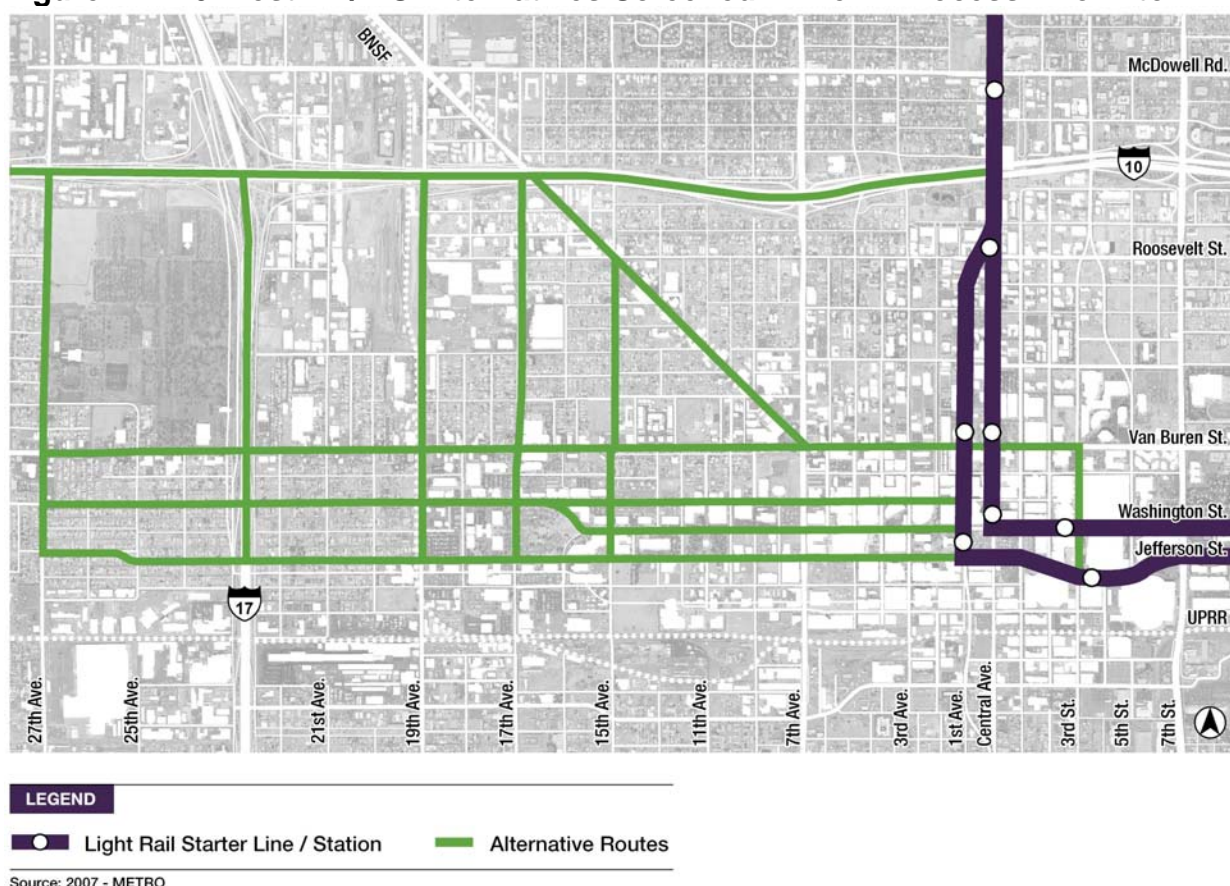
For the portion of the study area that includes downtown and connection to the existing system, access to corridor destinations and a connection to the existing Light Rail Transit (LRT) Alignment on Central Avenue are high-priority goals. From 27<sup>th</sup> Avenue west to Loop 101, mobility is a primary goal due to the high current and expected future travel demand in this corridor.

Figures 1 and 2 show the alignment options that were included in the Tier 1 evaluation. Mode options for all alignments include Light Rail Transit (LRT), Bus Rapid Transit (BRT), and baseline bus (with minimal capital improvements). West of 27<sup>th</sup> Avenue, only the I-10 alignment option was included in Tier 1 because it is the only reasonable solution to achieve the mobility goal for this corridor. East of 27<sup>th</sup> Avenue, several alignments were evaluated.

**Figure 1. I-10 West AA/EIS Mainline Alternative Screened in Tier 1 Process**



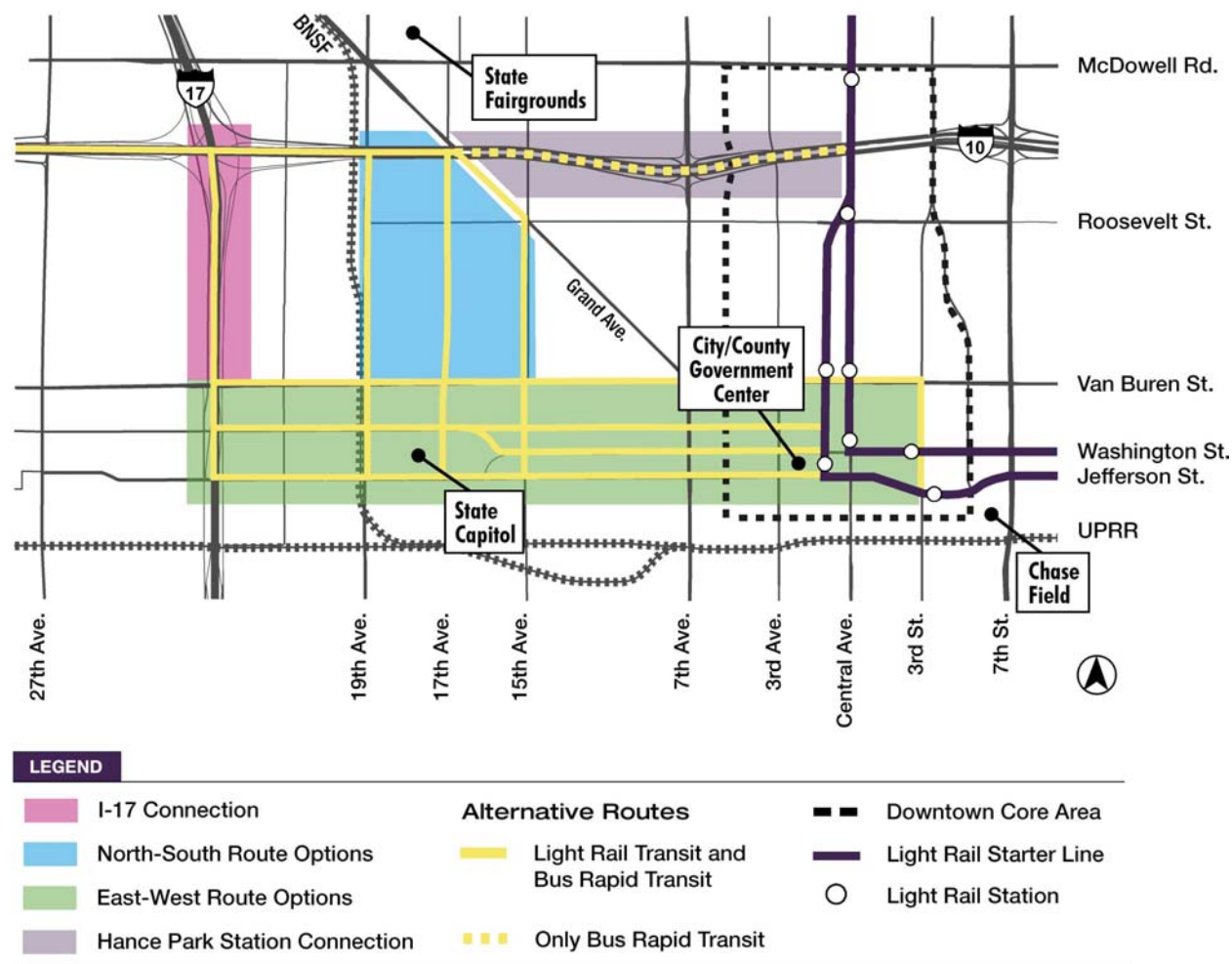
**Figure 2. I-10 West AA/EIS Alternatives Screened in Tier 1 Process - Downtown**



The goal of the Tier 1 evaluation is to eliminate alternatives that do not support the overall goals and objectives of the I-10 West AA/EIS project. Based on the criteria identified for the Tier 1 screening process, Grand Avenue and 27<sup>th</sup> Avenue are recommended to be eliminated due to mobility and access issues and technical feasibility, respectively. Light Rail Transit on I-10 between Grand and Central Avenues is also recommended to be eliminated based on technical feasibility, but Bus Rapid Transit will continue to be evaluated in this area. Both LRT and BRT will be evaluated on all other remaining alternatives in the Tier 2 process. Downtown alternatives to be screened during the Tier 2 process are shown in Figure 3 and include a Hance Park Station connection, an I-17 connection, as well as several other north-south and east-west route options.

With the elimination of the 27<sup>th</sup> Avenue alignment, the I-10 alignment becomes the only remaining option west of I-17. Given the Arizona Department of Transportation's schedule to widen the I-10 freeway in the study area by 2012, it is important to formalize the recommended high-capacity transit alignment along I-10 between I-17 and the western end-of-line, as soon as possible. This will maximize the opportunity for coordination between freeway and transit improvements.

**Figure 3. I-10 West Alternatives to be screened in Tier 2 Process**



The Phoenix City Council approved the I-10 alignment as the preferred alternative west of I-17 on April 16, 2008 based upon recommendations from the Alhambra, Central City, Encanto, Estrella and Maryvale village planning committees, the Phoenix Citizen's Transit Commission, Phoenix Planning Commission and the Phoenix Council Transportation Subcommittee.

Currently, the Arizona Department of Transportation (ADOT) is developing a Design Concept Report for vehicular travel lane improvements to the I-10 freeway. To maintain continuity in working with ADOT during their design phase and evaluate opportunities that could result in construction economies, METRO staff proposes to initiate the next phase of the existing consultant contract to complete the alternative analysis, initiate the Draft Environmental Impact Statement (DEIS) and conceptual design phases. Staff is negotiating with the consultant to identify scope and budget for this effort. METRO Board authorization will be sought for these project phases in the near future.

**RAIL MANAGEMENT COMMITTEE CONSIDERATION**

At its June 4, 2008 Rail Management Committee (RMC) meeting, the RMC recommended that the Board adopt the I-10 Freeway Right-of-Way, west of I-17, as the Locally Preferred Alternative (LPA) for high capacity transit improvements.

**RECOMMENDATION**

**Consistent with previous action by the Phoenix City Council, staff requests that the Board adopt the I-10 Freeway Right-of-Way, west of I-17, as the Locally Preferred Alternative (LPA) for high capacity transit improvements. This alternative has the greatest ability to fulfill the goals and objectives outlined in the purpose and need for this project.**